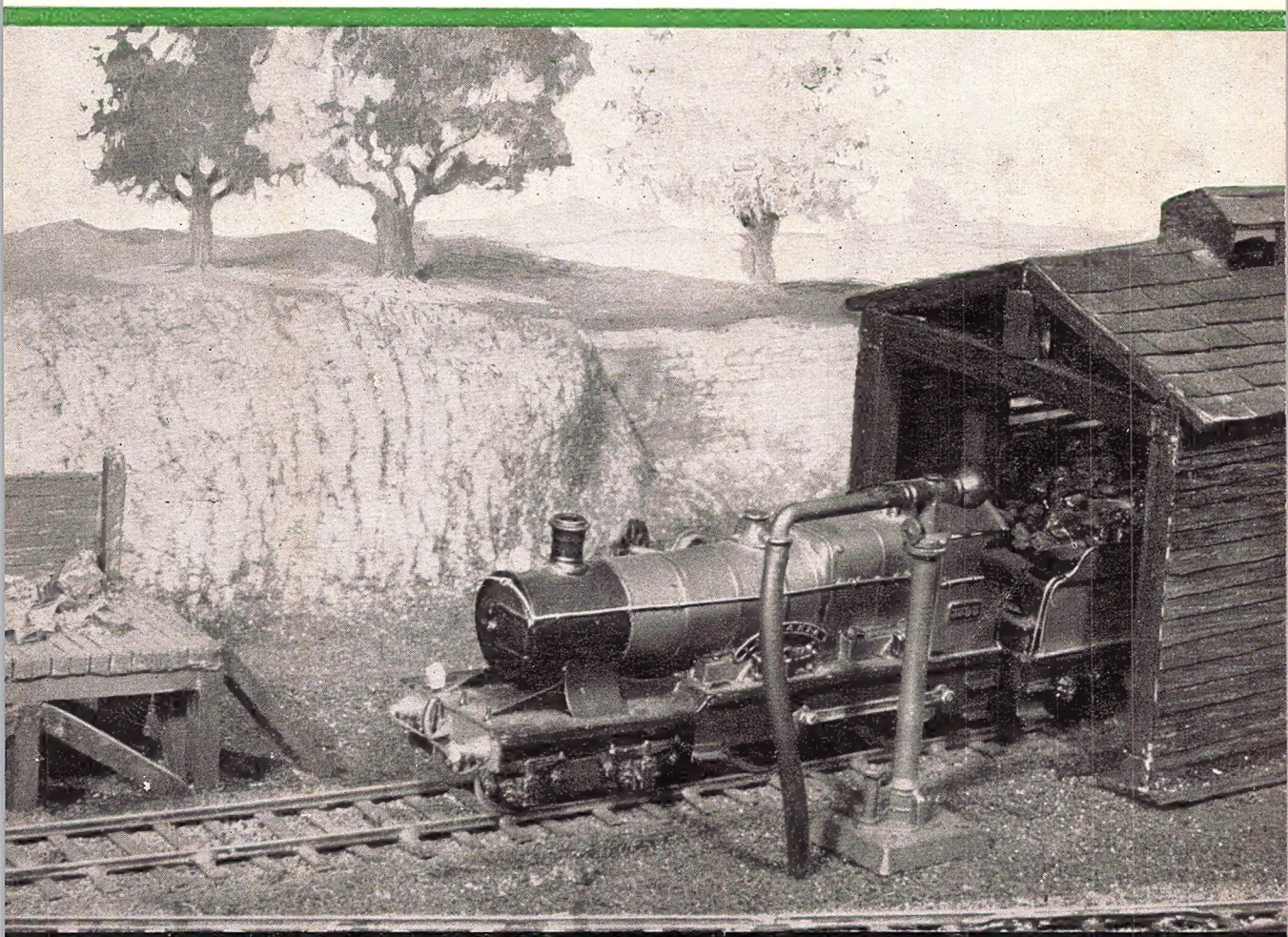
RAILWAY MODELLER

MAY 1956



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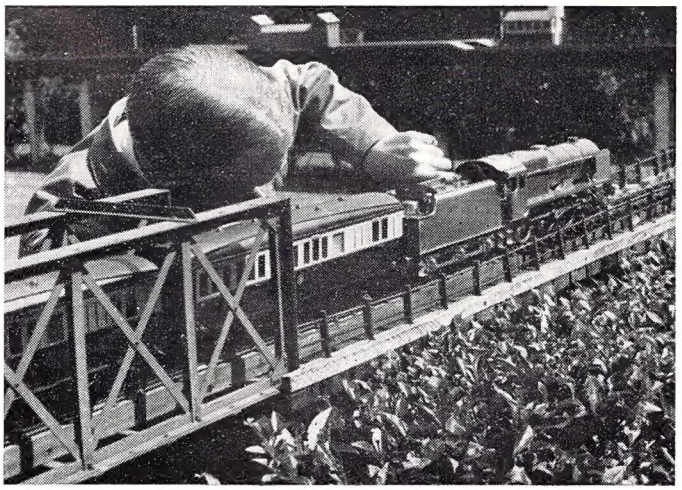

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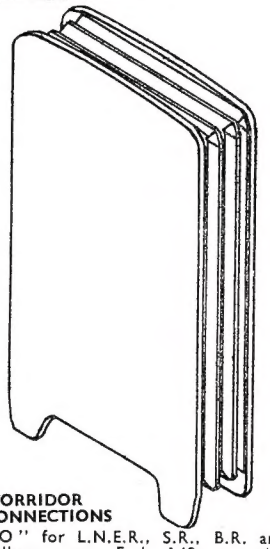

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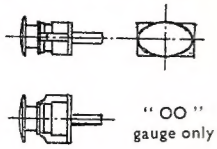

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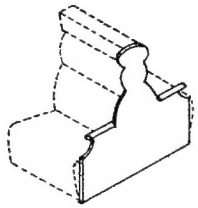

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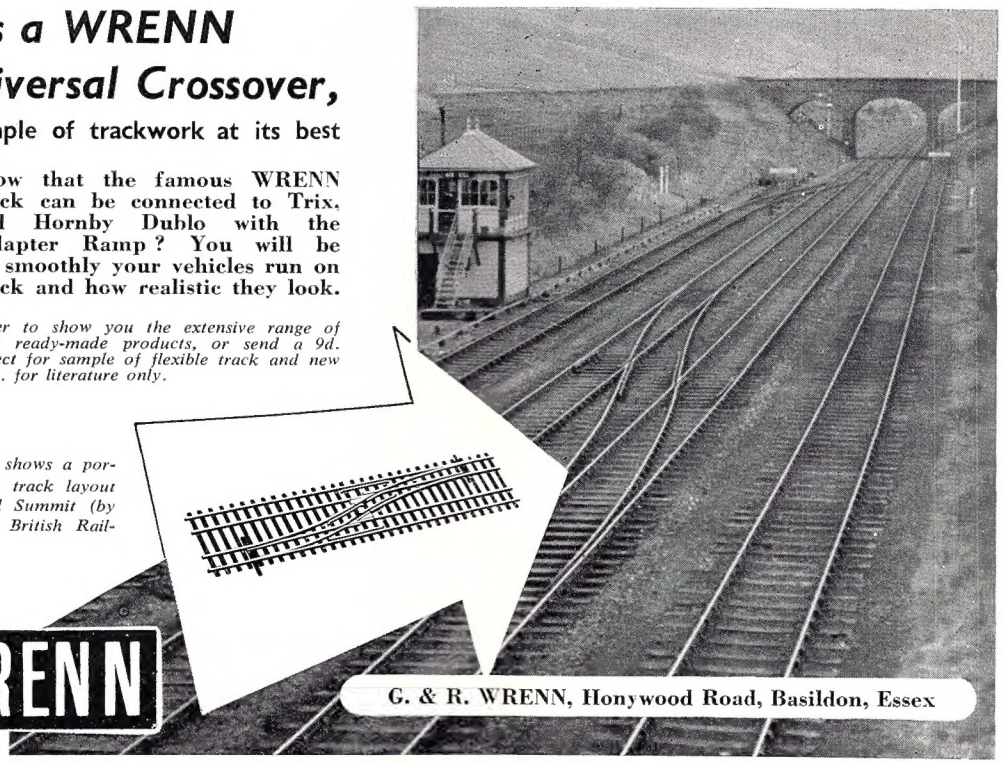

★ *Photograph shows a portion of the track layout at Ais Gill Summit (by courtesy of British Railways)*

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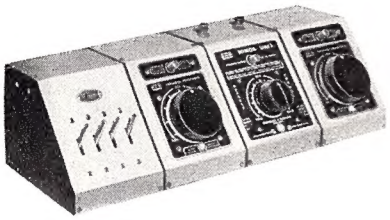

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For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 67. MAY 1956

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Advertising
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BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

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NEXT MONTH

The June issue will feature some of the work of Dominion enthusiasts, with an account of the Brunel and Milne Junction Railway, and the Dunedin club's layout, both from New Zealand, while our Prototype of the Month, Yark, lies on the Victorian Railways.

THE LOBBY

AS this issue goes to press, the thirty-first Model Railway Exhibition is just coming to a close. Our immediate impressions are that this has been one of the finest that the Model Railway Club has yet staged, and although we do not know at this moment the exact figures it seems certain that all attendance records will be broken. Perhaps more important, it seems that there is even greater enthusiasm for the hobby than ever before.

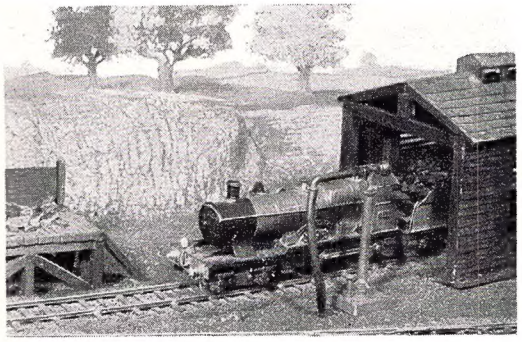
On the occasions when we managed to see something of the working layouts, which were normally surrounded by eager visitors two or three deep, running seemed to be better than ever, which no doubt was due in no small way to the fact that all operators had had previous experience in this very exacting branch of our craft. Moreover, the operation was very close to prototype practice at all times, although we must admit that on one or two occasions the prototype appeared to be one of the busier sections of a London suburban line during the rush hour! There is no doubt, however, that the general public thoroughly enjoyed this very fine demonstration of reliability (even the " OOO " behaved itself in an exemplary fashion), while for the more serious modeller there was a wide selection of excellent models on show, many by members of the Model Railway Club, others by visiting clubs who were exhibiting the cream of their work.

The trade stands, too, were well patronized, for here again there were many interesting new items to be seen. These, however, we shall be reviewing in detail, with illustrations, next month, so that those of our readers who missed this fine show will not be deprived of this important information.

Finally, we should like to express our appreciation and gratitude to the very large number of our readers who took the trouble to come and see us and thank us for our efforts on their behalf. These few words do much to make it all really worth while.

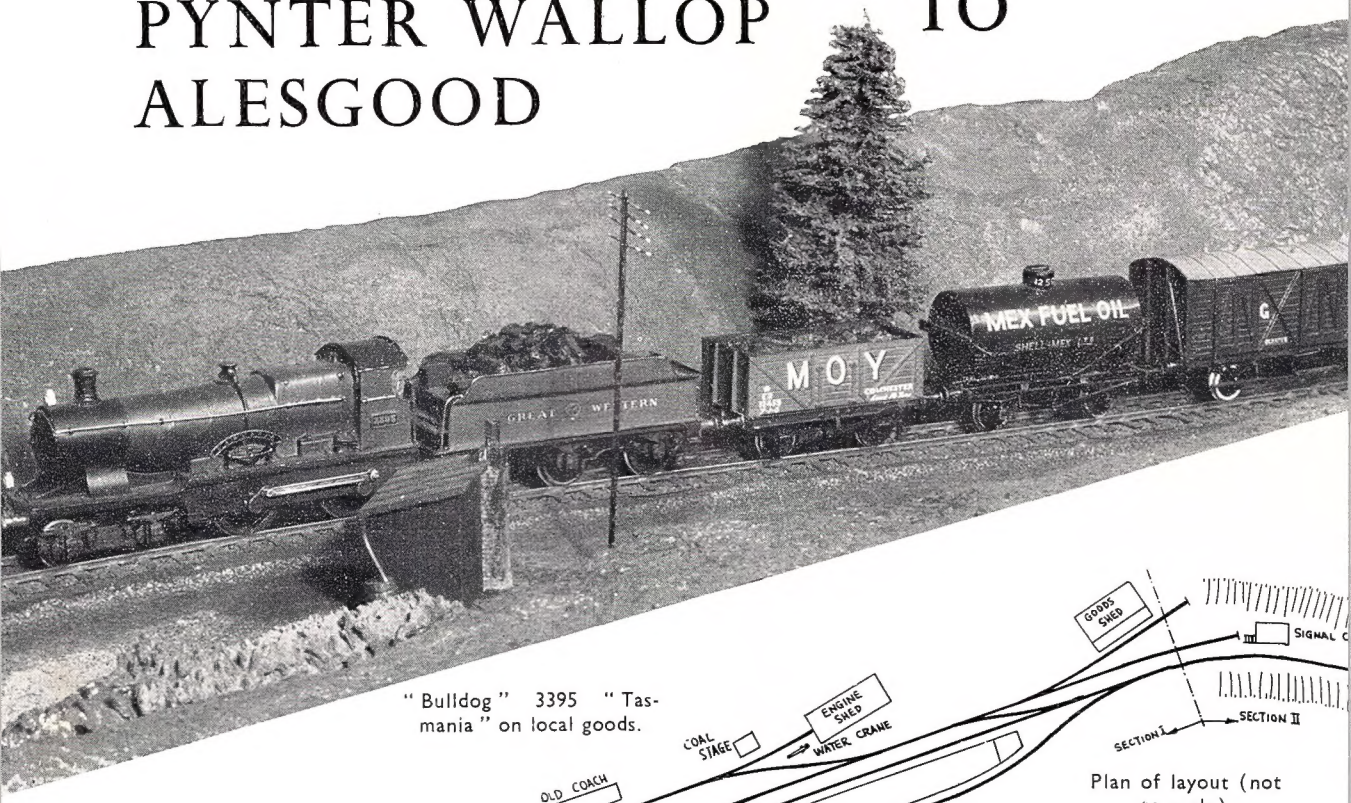
COVER PICTURE

" Bulldog " class double - framed 4-4-0 " Tasmania " on sheds at Pynter Wallop on the portable stud - contact " OO " gauge layout of Mr. V. E. May, our Railway of the Month.

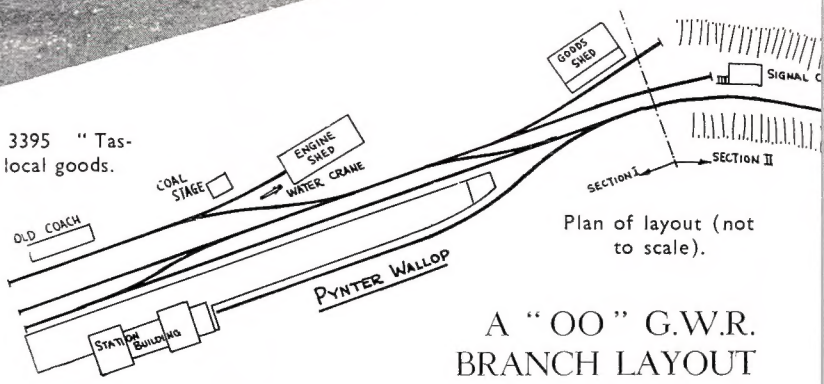


Railway of the Month

PYNTER WALLOP TO ALESGOOD



"Bulldog" 3395 "Tasmania" on local goods.



Plan of layout (not to scale).

by V. E. May

Photos by Peter Shrive

A "OO" G.W.R. BRANCH LAYOUT

THIS is a very imaginary branch line (yes, another one) connecting two purely fictitious towns in the county of Westshire. Pynter Wallop is a small country market town and the terminus of the line from Alesgood, county town of Westshire. The line is owned by the G.W.R. and the Southern exercises running powers for through coaches from Waterloo, via Alesgood Central (S.R.).

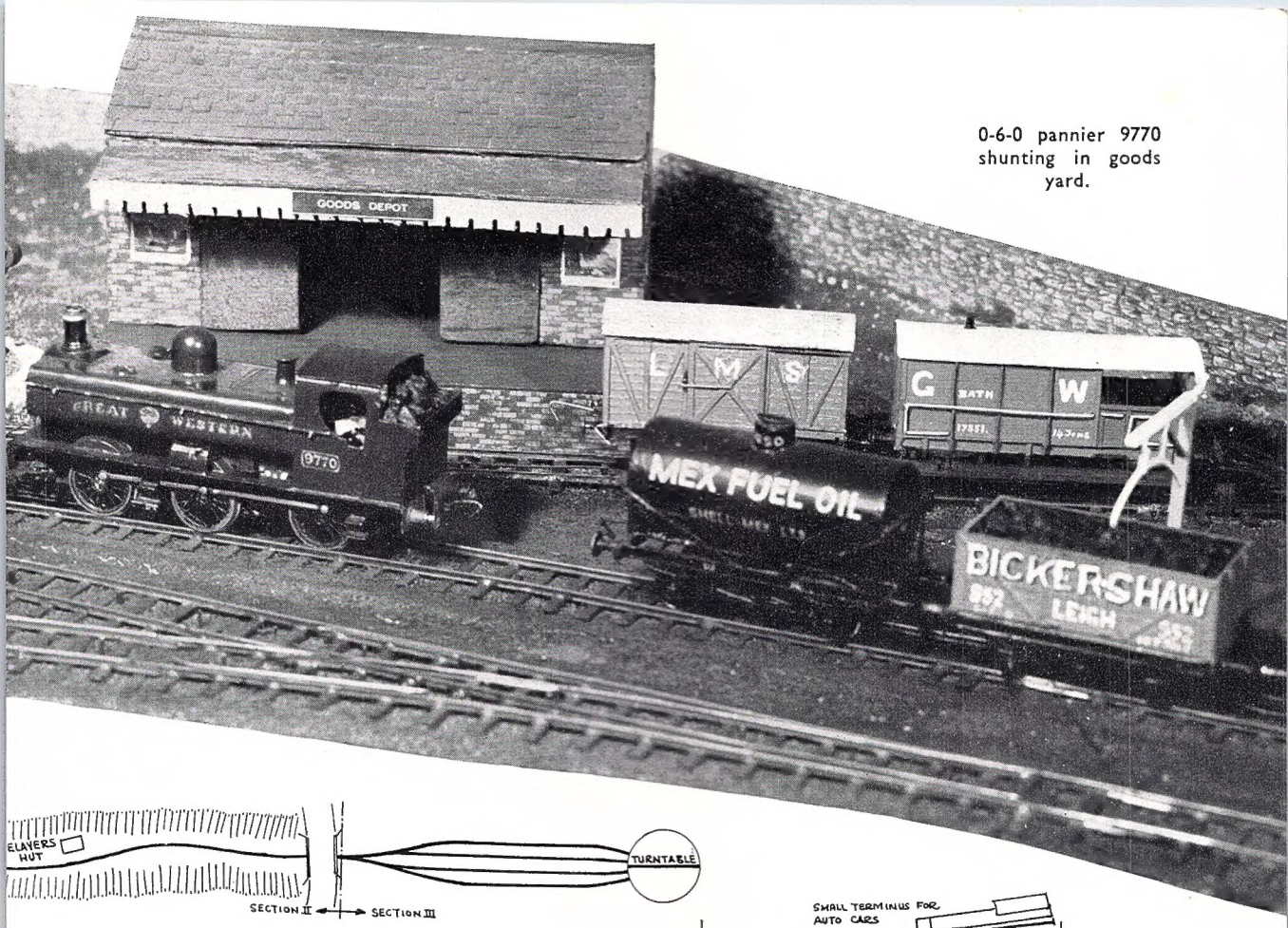
Only part of the actual line is modelled, viz. Pynter Wallop station and the single line for a short distance to a road overbridge. Here the line runs into a marshalling yard, and I think the sketch of the layout gives all the details. It will be seen that extension of the line, time and money permitting, is a simple matter. Plans are in hand for this.

The layout is completely portable and made in three sections, which mate together by dowels, and are supported on collapsible trestles. Construction is from hardboard soundly battened with an oak framework, which is heavy but immensely strong and true, with no warping.

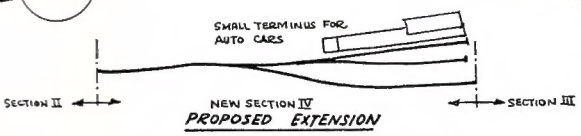
All track is home made from nickel-silver rail soldered to brass sleepers, and points are all three-foot radius. The track is laid on sponge rubber; both rubber and track are held to the baseboard by dabs of Durofix only, there is no pinning of any kind. This facilitates easy lifting if required and gives a good floating track, while it is strong and has given no trouble in three years, although the layout has to be erected and dismantled every time it is used.

Power is from a 12-volt 4-amp unit, smoothed by two 1,000 mfd. condensers; one controller only is used. The supply is carried between sections of baseboard by phosphor-bronze strip contacts. Section switches are from Messrs. Woolworths, dead end switches are push-button type, home made from "O" gauge spring buffers. Sacrilege! Points are controlled from the baseboard edge by S & B levers connected by 22 gauge nickel-silver wire running through guides made from pins. Provision is made for adjustment if necessary because of variations in temperature.

Electrification is by stud contact, and I swear by



0-6-0 pannier 9770 shunting in goods yard.



PROPOSED EXTENSION

this method. Nickel-plated brass pins with the heads cut off are used and if skates on locos are kept lightly oiled there is little if any squeak when running.

All buildings are home-made and all are detachable from the layout. Scenery is confined to the "inside of the company's fence" and is made from medical lint painted with oil paints and poster paints. I found "Durolastic" jointing material excellent for earth mix when mixed with "Elk" ballast and sawdust and sand.

The layout was designed for operation by one person, but turned out to be ideal for two. Five different complete days' workings for this small terminus have been evolved, but the possibilities seem endless. Each sequence takes about an hour and a half to complete, and it is astonishing what variety is to be had on a simple layout.

Future plans. When the photographs were taken the line was not signalled, but this has since been put in hand. Extension of the single line as shown in the sketch is scheduled for some future date, as is provision of a separate controller for the marshalling yard.

Conclusions. This, my third layout, was recently exhibited publicly at the Orpington Model Railway Club exhibition. Running was continuous from 9.30 a.m. to 10 p.m. I had only two derailments, one caused by a point blade coming unsoldered and one by negligent operating. Locos started, and ran, well. Many compliments were received from both the uninitiated and the "experts" (visitors from other clubs). The layout was assembled and running in twenty minutes before opening. I have read many critical letters in the model railway press regarding the poor running experienced at exhibitions. I have always felt very critical myself after watching some real "stinkers." However, before having personal experience of exhibiting a layout I hesitated to criticize.

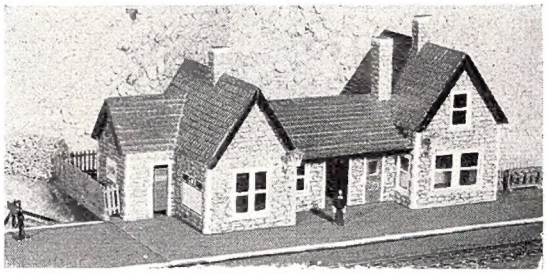
It seems to me that the ideal layout for exhibition should be simple, and complicated pointwork avoided. Two-rail working always seems to give trouble (I cannot understand why), but if all the talk about dirt, dust, temperature, humidity, Uncle Tom Cobbleigh and all is founded on fact, then I am glad I chose stud contact. Pynter Wallop is kept in a garage and suffers extremes of all the above and concrete dust settles thickly upon it. Part of it was submerged last winter when the roof sprang a leak. It simply dried out with no ill effects and trains ran normally in forty-eight hours. Finally, a word on motors. A good motor gives reliable starting and running, both fast and slow, coupled with decent hauling power. Romford and Zenith (five- and seven-pole) give all I require and I cannot comprehend the constant squeal for Americanized motors. How many people want a loco to haul 100 wagons ? My pannier will take thirty without fuss (Zenith motor) and I ask no more.

MORE VIEWS OF PYNTER WALLOP

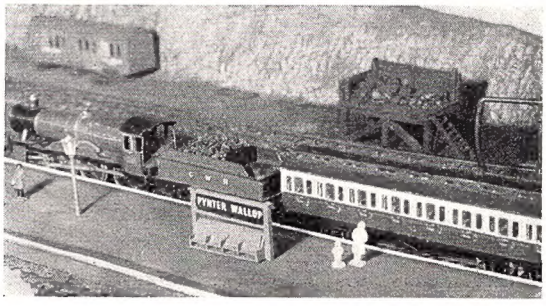
The "Manor" on train of clerestory stock leaving Pynter Wallop.

← Another view of "Tasmania" on local goods.

Pynter Wallop station buildings. ↓



"Manor" and train in Pynter Wallop station. ↓

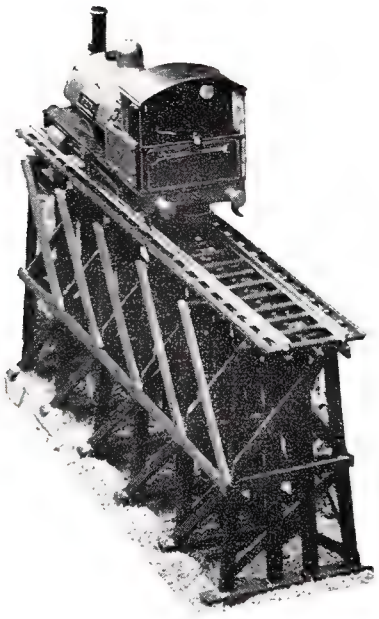


" Tasmania " on shed at Pynter Wallop.

General view of Pynter Wallop station.

" Tasmania " passing Pynter Wallop signal cabin.

The overbridge at " the end of the line."



Do It Yourself No. 4

A TIMBER TRESTLE

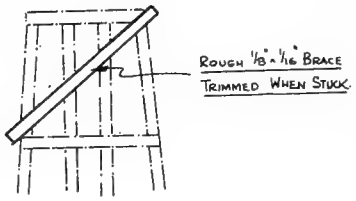
by Alan Wright

Perhaps one of the most attractive of all railway structures is the timber bridge, whether it be one of Brunel's graceful fan viaducts or, as in the case under consideration, the more prosaic trestle, so popular in the pioneer days of American railroads. It is generally thought that these structures are tricky modelling projects, but, as will be seen from the following article, they are really quite simple if tackled methodically.

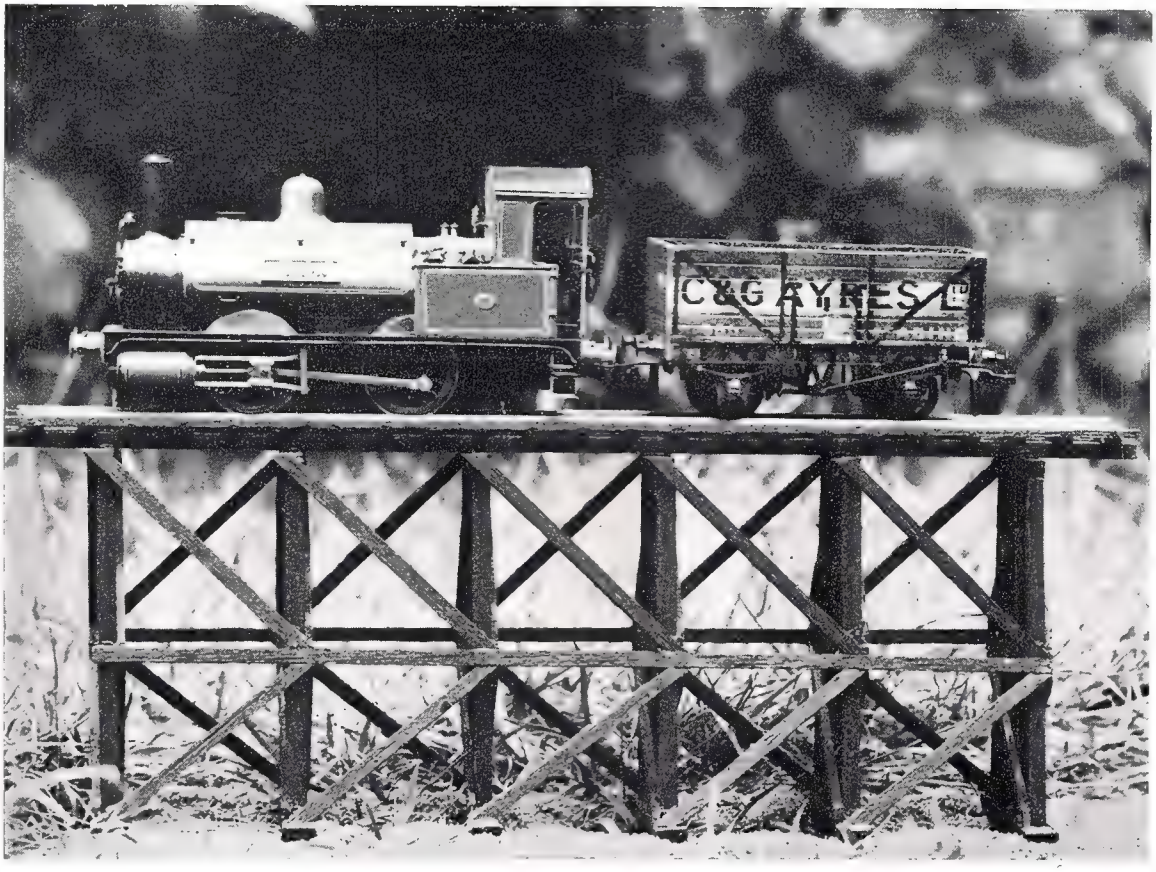
TIMBER trestles have always held a fascination for me. Wild West films have on many occasions included shots of long, towering structures, complete with the inevitable 4-4-0 locomotive hauling two or three old-time coaches. Quite often the destruction of a timber trestle has been the plot of a cinema epic. A model of such a bridge, albeit on a much smaller scale, has often been considered when scheming out my railway, but has always been ruled out because of what I thought would be construction difficulties. However, on the Wright Lines (March 1955 RAILWAY MODELLER) scenery is to the fore, so the plunge was taken and a small trestle was built. The local branch of the public library was combed for reference books, and finally a suitable design was evolved. Due to the use of American books, the American names of the various items are used.

A trestle bridge consists of a line of railway carried over a gorge on stringers which are adequately supported by "bents" or piers. The bents are formed from wooden piles. On the smaller trestles there are usually four of these timbers, the two inner ones, vertically set, called the "plumb posts," and the two outer ones, set at an angle, called the "batter posts." The top ends of these posts are set into the "cap," while at the bottom they are set into the "mud sill." On all but the lowest trestles the posts are braced at about half their height by a "storey brace" either side of the bent. Further lateral stability comes from the "sway braces," again secured to either side of the bent. Across the top of the bents run the stringers which carry the "ties" or sleepers, to which flat-bottom rail is spiked. A precaution against derailed vehicles leaving the bridge is the "bond member," although this is of use only when speeds are low. Along the length of the trestle at storey-brace height is a horizontal brace, the knee bracing converging on this beam making a complete interlocked structure.

I required my model to span a valley seven and a half inches wide, and the drawing was made to suit (for clarity, the knee braces have been left off the drawing). Balsa wood was used for the construction, two pieces of $\frac{1}{8}$in. square being cut to length for item E. These were cemented to a similar section which formed the cap, item D. Item F was cut to shape, also from $\frac{1}{8}$in. square. $\frac{1}{8}$in. x $\frac{1}{16}$in. strip formed the storey brace, item G, as well as the sway braces, item L. (A hint here. It is much easier to stick a length of stripwood in position, and then trim when set, than to cut the braces to the correct shape. I found I did



not waste nearly as much wood as I would have done otherwise.) When set, the bent was turned over and the remaining braces were added. The feet of the posts were trimmed and the mud sill, item K, cut from $\frac{1}{4}$in. x $\frac{1}{8}$in. strip and stuck in place and put to one side to allow the cement to harden thoroughly while work continued on the other bents. When a sufficient number was made, the decking was started. Sleepers, item B, were cut from $\frac{1}{8}$in. x $\frac{1}{16}$in. strip and cemented to the stringers, item C, which were of the same section. It is most important that the outer stringers come exactly under the running rails, otherwise the structure will not carry the weight of a locomotive. When set, the decking was reversed and

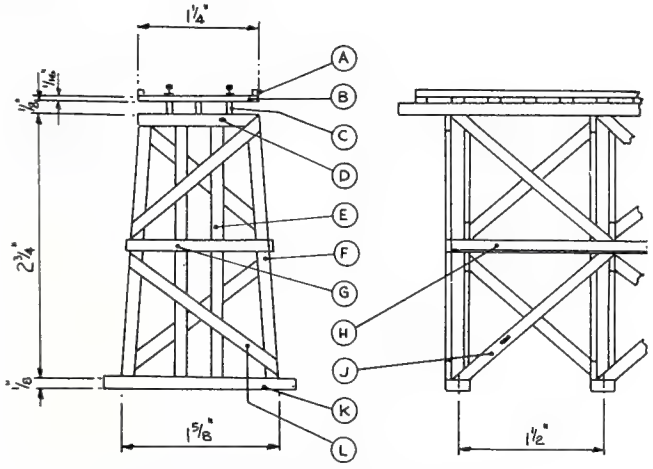


The trestle before installation on the Wright Lines, being tested by " Evelyn " and " train."

the $\frac{1}{16}$in. square bond timber, A, glued down. After a short spell, the ends of the sleepers were sanded flush with the outer face of the bond.

A piece of wood was marked out for the centres of the bents, which were secured by pinning through the mud sill, care being taken to line up the centres of each bent to the centre line of the trestle. Cut from $\frac{1}{8}$in. x $\frac{1}{16}$in. balsa, the horizontal brace, item H, was added, keeping a constant check on the verticals. The knee bracing, item J, completed one side of the job and the opposite side followed. Using the top of the cap member of the lowest bent as datum level, the remainder were sanded down to prepare a level surface for the decking, which was cemented in place, weights above each bent ensuring a good joint. All the whiskers of balsa cement were removed and any rough parts of the wood sanded before the rail (Peco N.S. flat-bottom) was cemented to the sleepers. Weights were again employed to ensure a good bonding. The final task was to stain the whole structure with dilute indian ink to give a tarry appearance.

Now that I have built a timber trestle, I am wondering why I was ever wary of tackling the job before. Two hours' work with 1s. 6d. worth of wood produced the bridge shown in the photographs, now installed on the Wright Lines, as readers will have noticed from the photographs previously published.



Half-size elevations " OO " gauge.

THE IRISH RAILWAY AND

by C. L. Fry

Tralee and Dingle Railway train starting from Bronar station, puffing real smoke.

IN the last instalment our tour finished at Bronar broad-gauge terminal station. We find that this is also a large station for the narrow-gauge section, which, like its counterpart the broad gauge, is a history of Irish rail transport, and is also built to a scale of 7mm. to 1ft. All Irish narrow-gauge railways were built to 3ft. gauge, and so the gauge of the model system is 21mm. and, like the prototype, it is laid with flat-bottom section track spiked directly to the sleepers, actually nickel silver "O" gauge conductor rail.

I must say that no fittings or parts for locomotives or rolling stock for this system could be obtained, and therefore everything had to be home constructed. Mrs. Fry, who as you know has done all scenic effects for the whole layout, has also done all casting, and it was with her help that all wheels, couplings, axleguards, etc., were made. Another point of interest is that all Irish narrow-gauge railways had combined centre couplings and buffers, though not always of the same type or height.

At the north-west end of Bronar, as in real practice, are interchange sidings, so that goods can be transferred from broad-gauge to narrow-gauge wagons, or vice versa. As Bronar narrow-gauge station is considerably lower than the broad-gauge station, with quite a long, roundabout walk from one to the other, we decided to ask permission, which was readily granted, to travel on the narrow-gauge diesel locomotive.

Approaching the interchange sidings, we notice the steep hill down to the narrow-gauge station (the gradient is 1 in 9). At the interchange sidings is the 0-6-0 diesel locomotive specially built for the interchange traffic and capable of pushing (as it is always at the lower end of the train) two loaded wagons up this gradient. It is based on a design proposed for the Electricity Supply Board prior to Bord Na Mona building the Irish turf railways, which now cover some 270 miles, with eighty miles more due to be laid during the next five years. These railways, though of a light type, operate on the bogs and carry enormous quantities of turf, our native fuel, to the power and processing stations. Bord Na Mona have 100 diesel and three steam locomotives and some 1,640 pieces of rolling stock. Their railways are most modern, important single-line sections being radio-controlled!

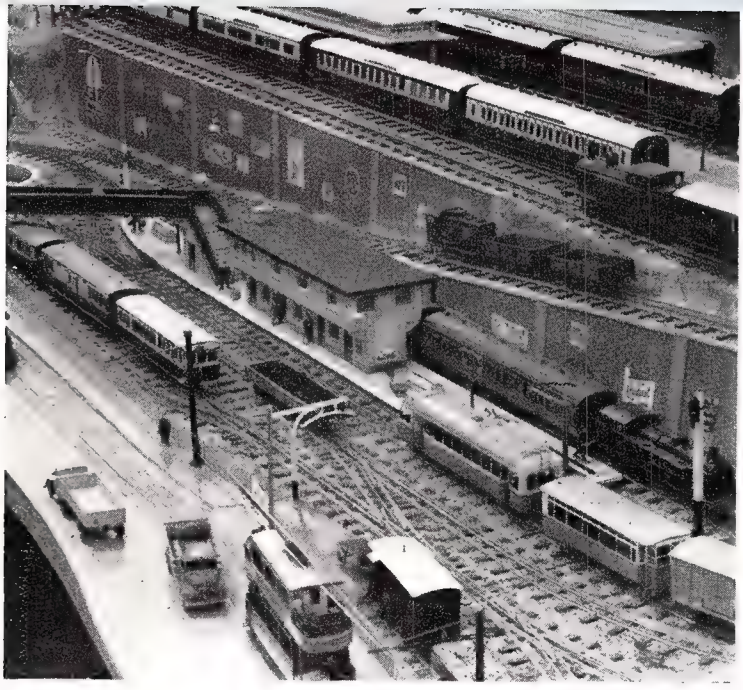
At the sidings we get a general view of the layout of Bronar narrow-gauge station. The turntable is approached by a single slip at the east end of the platform, a very modern station building on an island platform is reached from the north end by a long footbridge connecting with the tramway and roadway, and at the west end is the goods depot.

We take our places in the cab of the diesel, couple automatically (the engine is fitted with my automatic coupling and uncoupling device) on to the two loaded wagons, and we are on our way. We approach the bottom of the hill slowly, as the main line is protected by a dead-end catch siding; the crossover is set for us and the shunter gives us the right of way to the main line. In order to clear the points we have to enter the tunnel at the east end; the points change and we reverse our direction, push the wagons to the goods yard, and uncouple automatically. Here we will leave the locomotive and cross to the platforms, where in a very short time a Tralee and Dingle Railway train pulls in. This is an interesting little train, hauled by 0-4-2 tank loco No. 4, complete with cow-catchers and fitted with a driving cab at each end. It was built for the Castlegregory branch of the T. and D. line, and as there was no turntable at Castlegregory when the line first opened this double-cab locomotive was used. As this branch line runs alongside the road this locomotive was also fitted with side plates to cover the wheels and the motion so that horses would not be frightened. The coaches on our train are bogie vehicles with vertical sheeting below the windows, and with the exception of first class No. 21, which is their latest type coach, they all have very short wheelbase bogies. The first class has big transverse bolster springs between the wheels. Here I should mention that all my narrow-gauge locomotives and vehicles have to traverse 2ft. radius curves, and in order to prevent centre buffer-locking with the longer vehicles I have devised a simple method of turning the combined couplings and buffers through the headstocks with the bogies so that they are always approximately on the centre line of the track.

While the entire narrow-gauge section can be operated manually, it also has complete automatic control, so that even if it has been operated manually, and a point on the main line has been left wrongly set, the approach of a train will automatically alter this to its correct position, thus avoiding accidents.

INTERNATIONAL TRAMWAY SYSTEM

Part 2. Narrow Gauge



Bronar narrow-gauge station, with special heavy diesel shunter on transfer road to high level broad-gauge station.

At the end of the platforms are somersault signals, as used on the old L.M.S. Northern Counties Committee Railway. We will now board our train and leave as the signal at the west end goes to the off position. The locomotive whistles and puffs out real smoke immediately on starting, and the sound of the puff can be distinctly heard; all my narrow-gauge locomotives are fitted with smoke.

Having left Bronar station the engine whistles again, and on looking out we notice we are about to cross a road with a double-line tram track laid on it, and that it is actually laid with grooved rail and the road is flush with the top of the rail; but more about the tramway later. We now gather speed and pass under the southern end of the Boyne Bridge to circle the valley approaching the northern end (see plan) and so to Cypana narrow-gauge station, which is at present much too small for all the traffic with which it has to deal. Soon there will be a new branch line and more historical models will be built, and so of necessity it must be considerably enlarged. The new station building will be a scale model of Stranorlar station, headquarters of the County Donegal Railways and the largest narrow-gauge station in this country. This model has already been built and kindly presented to me by my friend Mr. George Hanan, Crosshaven, Co. Cork. The new station layout can be seen in the plan in this issue, and the present station in the photo. It consists of island platform with shelter, locomotive sidings and turntable at the west end, while at the east end are the storage sidings. We pass the west end and run into the reversing tunnel, arriving at the platform from the east end and so to the left-hand platform, but should this platform be occupied automatic control will direct us to the right-hand platform. Further automatic control ensures that no train can leave Cypana while the single line from Bronar is in use.

We will now inspect the rolling stock at this station, where we have two bogie coaches of Londonderry and Lough Swilly Railway, one painted in the colours of Letterkenny and Burtonport Extension, and a four-wheel guards' van, the complete Ballymena—Larne corridor boat express, the only corridor narrow-gauge coaches in these isles and also the longest, being 54ft. over buffers. This train consists of 4-4-2 side-tank locomotive No. 114 with four of these coaches. The Ballymena line has long since been removed, but I am pleased to say that three of these fine coaches are now working on the County Donegal Railways.

Then we have three Giant's Causeway Electric Tramway vehicles, original type electric motor tram of 1883, with side-rail collectors, as it was before the invention of the overhead trolley, with toast-rack trailer and saloon trailer, and steam tram locomotive "Dunluce Castle" No. 4. Steam locomotives were used to pull the electric trams through the streets of Portrush, where raised third rail could not be used, as it would naturally interfere with ordinary road traffic. This quaint little train can be seen in the platform in one of the photographs. The Giant's Causeway tramway was the first electric tramway in the British Isles, and the first hydro-electric system in the world. It obtained power from the falls of the Bush River. Here also are two of the large articulated railcars of County Donegal Railways, which was the first railway in these islands to operate a regular diesel service, as far back as 1931. On the modern railcar the writer has had the pleasure of designing the overall cab for the C.D.R., and this design has been copied by Coras Iompair Eireann for their West Clare diesels. To the other railcar we have coupled a peculiar type trailer with a 2-4-2 wheel arrangement. This was a Drewry petrol railcar of the old Dublin Blessington Steam Tramway of 5ft. 3in. gauge, which was altered and the engine and fittings removed by the C.D.R. On this train is also a Clogher Valley Railway wagon, used for taking the passengers' luggage through the Customs, as this railway crosses the border into Northern Ireland several times during its journey. At the west end are two Castlederg and Victoria Bridge Tramway coaches and, last but not least, a caravan coach which, converted from a bogie coach of 1895 of the original Ballymena, Cushendall and Redbay Railway, has one of the very deep cantilevered Fox pressed steel underframes.

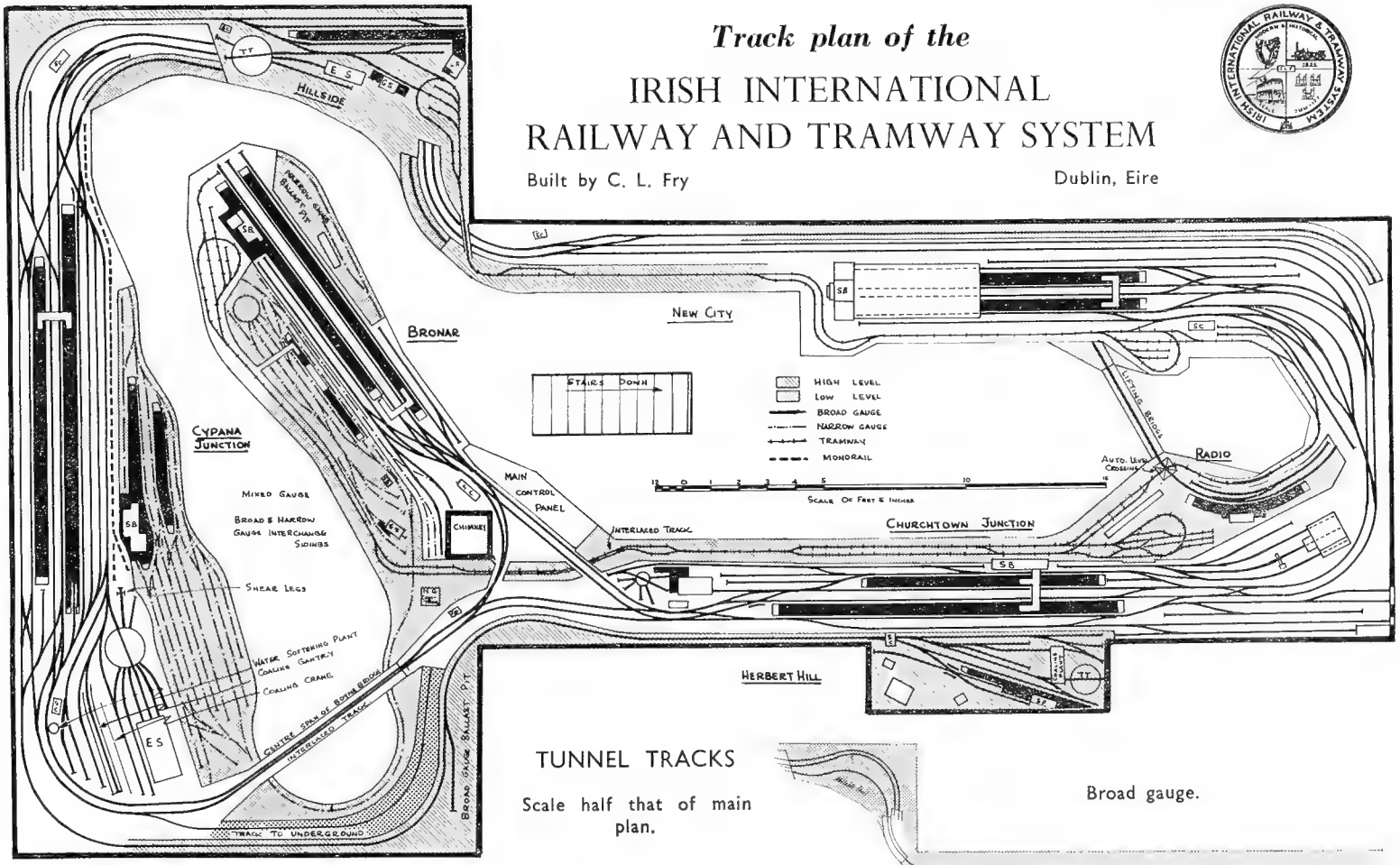
We must now return to the platform, where the C.D.R. railcar, trailer and wagon referred to in the previous paragraph are waiting. The signals drop and we are on our way. Our journey is uneventful as far

Track plan of the

IRISH INTERNATIONAL RAILWAY AND TRAMWAY SYSTEM

Built by C. L. Fry

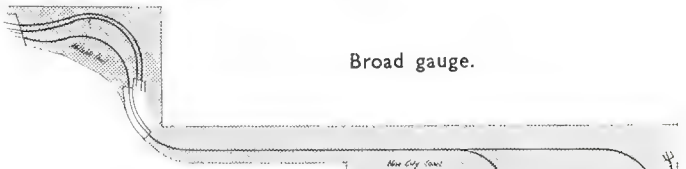
Dublin, Eire



Narrow gauge.

TUNNEL TRACKS

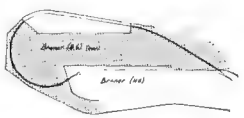
Scale half that of main plan.



Broad gauge.

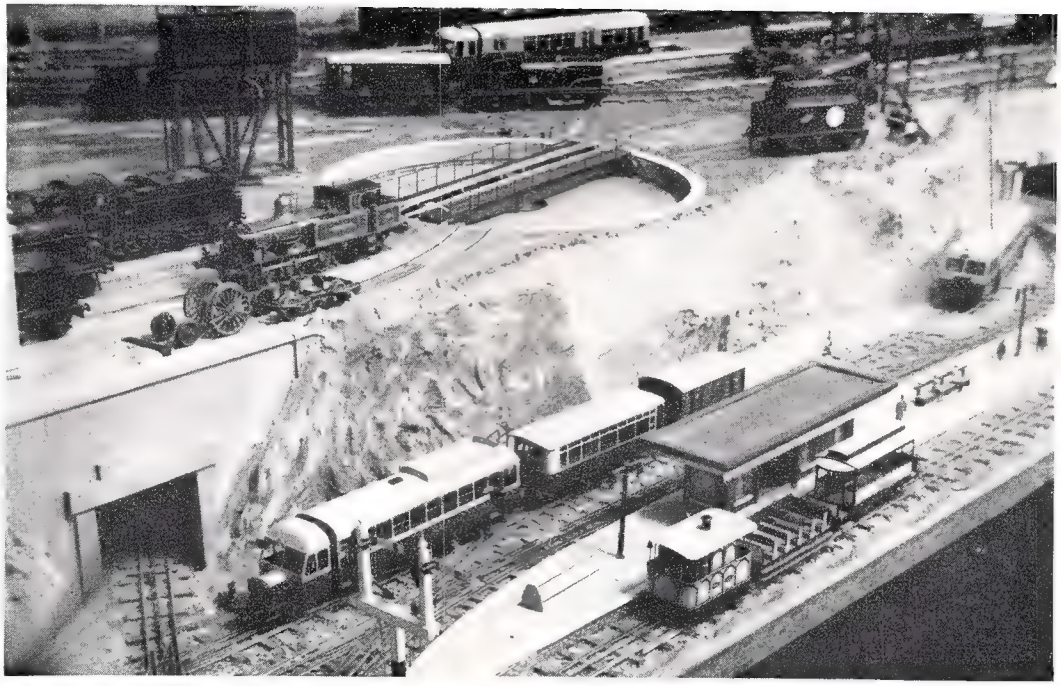
Below Hillside and New City.

Below Churchtown Junction.



Below Bronar.

Below Cypana Junction.



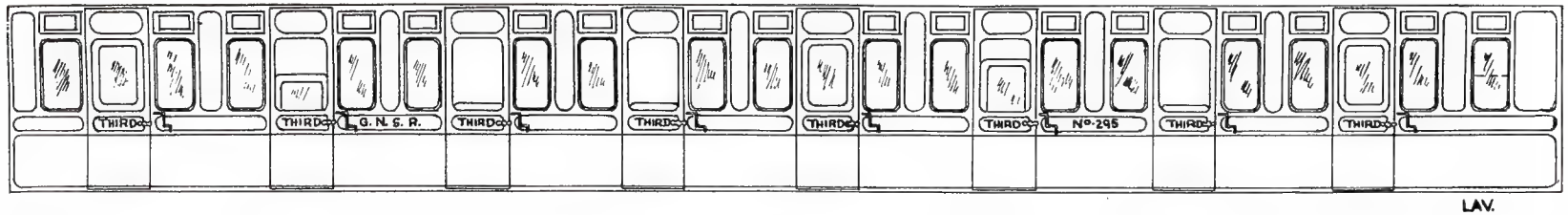
Cypana narrow-gauge station.

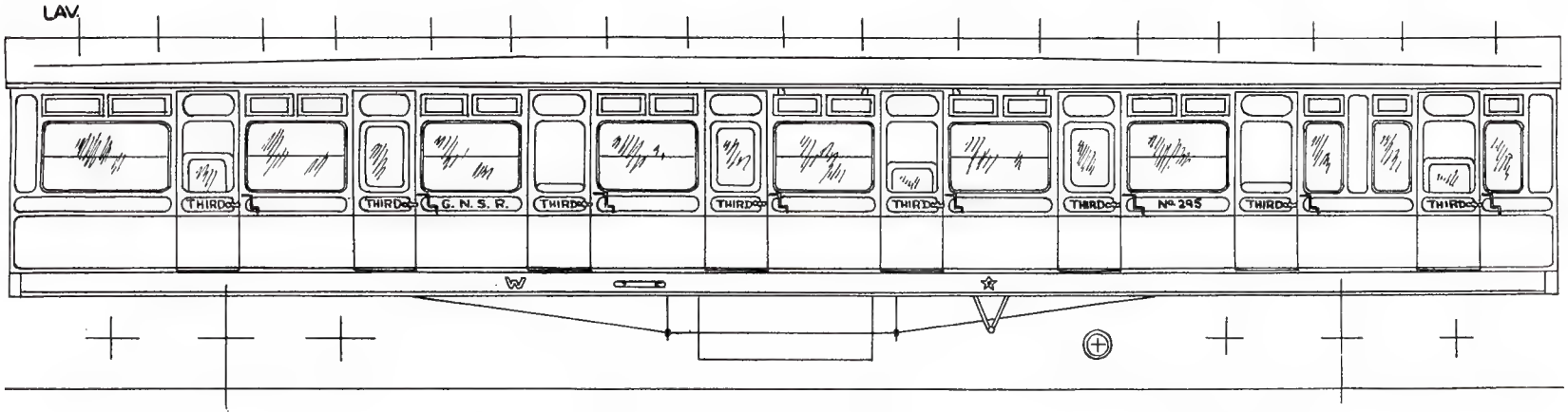
as the tramway crossing, where instead of running direct to Bronar we enter the tunnel under the broad-gauge station. On emerging we pass the ballast pits for the narrow-gauge, then enter another tunnel bringing us into the east end of Bronar station, and as we have plenty of time before nightfall we will take a look round the station, where there are some very interesting items—a Schull and Skibbereen train with its history in colour, a four-wheel veranda-platform coach in the dark green of S. and S.; a bogie coach with veranda platforms at each end and painted in the livery of the Great Southern Railways, which absorbed S. and S. in 1924; and another four-wheel coach in Coras Iompair Eireann colours, which in turn absorbed G.S.R. in 1946. Then we have the smallest wagon in Ireland—only two tons capacity. Here is a C.D.R. train of three bogie coaches and one six-wheel 30ft. coach, the latter being their directors' saloon, and painted in the original narrow-gauge colours of this company, milk chocolate and white. I say original N.G. colours, as at one time the C.D.R. was known as Finn Valley Railway and was standard 5ft. 3in. gauge. Both C.D.R. and S. and S. were fitted with acetylene gas generators for lighting. There are also a large number of wagons in this station, and before leaving I must draw your attention to the very fine specimens of the Tralee and Dingle Railway.

We leave by the footbridge that crosses the yard and walk up the road to the single-line tramway spur at Bronar terminal building, but as it is now getting late we will spend the night here, as it is our intention in the morning to take a tram to tour the tramway system.

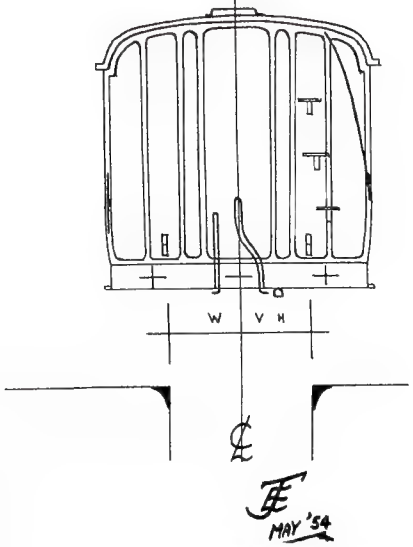
(To be concluded)

L.M.S. (N.C.C.) N.G. 4-4-2 tank No. 114, with corridor brake compo coach 353 on Ballymena—Larne boat train.





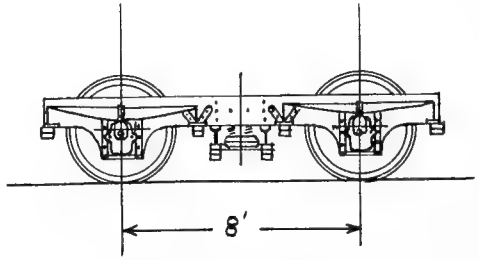
Scale : 4mm. = 1ft.



GREAT NORTH OF SCOTLAND RAILWAY BOGIE SEMI-CORRIDOR THIRD (WITH LAVATORY)

All " Railway Modeller " drawings may be photostated to any scale for non-commercial use.

Drawing and notes by J. A. N. Emslie.



8ft. W.B. bogie

TABLE OF RENUMBERING

G.N.S.	Built.	L.N.E.	B.R.
289	1910	7419	SC7419E
290	1911	7420	SC7420E
291	1911	7421	SC7421E
292	1912	7422	SC7422E
293	1912	7423	Scrapped 1943
294	1913	7424	SC7424E
295	1913	7425	SC7425E
296	1914	7426	SC7426E

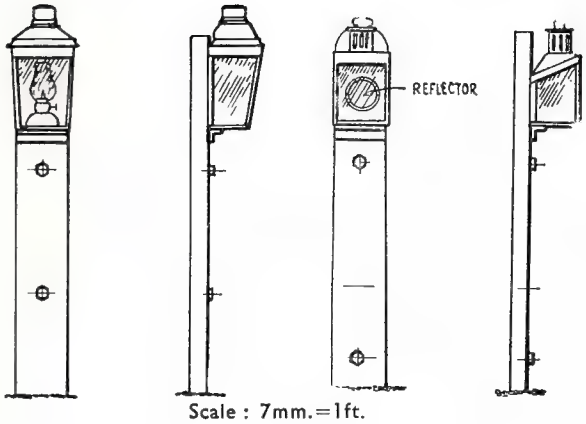
MIDLAND MISCELLANY

No. 2

by N. S. Eagles

Station lamp at Garsdale.

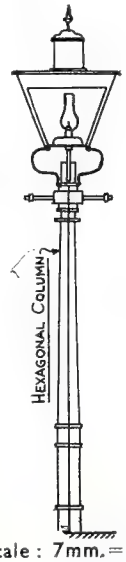
Station lamp at Long Marton.



Scale : 7mm.=1ft.

A recent trip to the Settle—Carlisle section of the Midland Railway brought to light these two types of station oil lamps. It would appear that the lamp at Long Marton is of Midland origin, but the one at Garsdale is probably more modern and was possibly installed during the régime of the L.M.S. The lamp at Garsdale lights the foot crossing (there is no footbridge) from the down platform to the up island platform, upon which there is a standard oil lamp.

The drawing and two photographs show a standard oil lamp of Midland Railway origin at Napsbury station (Hertfordshire). It is rather extraordinary that this station is still lit by oil when it is realized that Napsbury is on the main line, a mere 18¼ miles from St. Pancras. The other photograph shows the standard lamp on the up platform at Garsdale (Yorkshire). This lamp, which is also lit by oil, differs from that at Napsbury and it illuminates the foot crossing to the down platform (see also above). This photograph also shows a standard Midland home signal.



Scale : 7mm.=1ft.

Oil ramp at Napsbury (Herts).

Oil lamp at Garsdale (Yorks).

Oil lamp at Napsbury (Herts).

Prototype of the Mon

THE

by C. Gordon Watford

The station buildings at Kingsbridge from the road. On the extreme right is the carriage shed.

ONE of the best branch lines in South Devon, from the modeller's point of view, is the one which leaves the main line at Brent and follows a winding course southwards to terminate at the coastal town of Kingsbridge, pausing in its stride at Avon Wick, Gara Bridge and Loddiswell.

Kingsbridge station is quite extensive for such a line, and all the usual facilities are provided for locos, freight and passenger traffic. The loco shed, coal stage, goods shed and station buildings are all built of granite, the goods shed being a delightful little job, with plenty of Great Western character in its design. The carriage shed, which is simply a corrugated-iron shelter, painted black, with sides open below the waist line, is similar to the shed at Watlington, illustrated in the *Model Railway News* for August 1950, and can house two coaches. Construction would best be in metal throughout, soldering ready-made sheets of "corrugated iron" to a metal framework. The signal box is almost identical to that at Gara Bridge, the latter being illustrated. At the station throat, the three-way point on the curve is a unique feature, and would call for some accurate modelling.

A model of Kingsbridge station would fit across a corner of the room in such a way as to locate the end of the layout half way along one wall, thus leaving space on this wall for the far end of the layout to finish in a hidden marshalling yard.

Construction of the buildings should present little difficulty, provided one follows a well-tried method, such as using card for the sides and roof, wood for the floor and internal strengthening at the corners, and celluloid or perspex for the windows. Old stone paper, as made by Modelcraft Ltd., is quite good for obtaining the correct finished appearance to the walls, and should be painted a medium grey in this instance. An alternative method would be to spread some material such as Alabastine over the walls, and to scribe in the individual stones with the aid of a sharp knife.

The following notes are included for the benefit of the modeller who may wish to operate his branch line to strict prototype practice. Today the 45XX 2-6-2 tank locos are in sole charge of both the passenger and freight trains. Passenger trains consist of two-coach "B" sets, and, with two locos working the branch, the timetable is so arranged that trains pass at Gara Bridge.

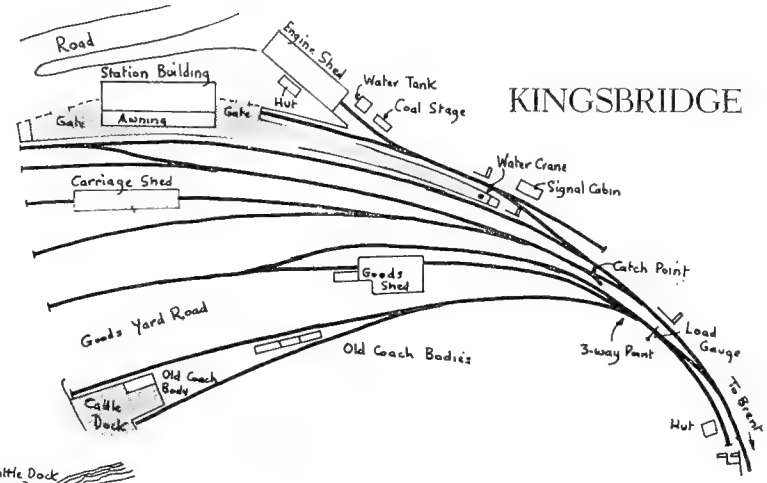
There are two daily pick-up goods workings in each direction, the first leaving Brent at 9.15 a.m. and returning at about mid-day from Kingsbridge. The afternoon goods leaves Brent at 1.50 p.m. and works out of Kingsbridge in the return direction at 8.10 p.m. Freight trains are of a fairly general nature, although drainpipes are occasionally to be seen on their way to Loddiswell, where they are stored.

The station buildings at Kingsbridge from the platform.

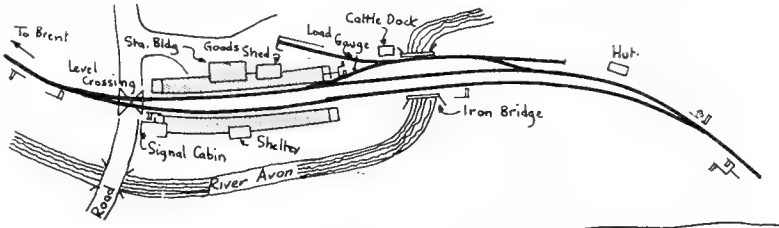
The signal cabin at Gara Bridge.

KINGSBRIDGE BRANCH

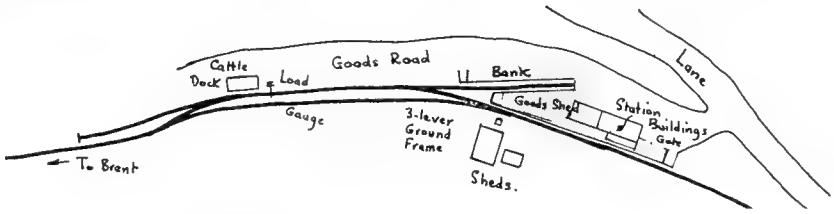
The loco shed at Kingsbridge.



GARA BRIDGE



LODDISWELL



The station buildings at Loddiswell from the road.

The station buildings at Loddiswell from opposite the platform. On the left is the goods shed.

How to make

WOODEN POINT MOTORS

by Sir Eric A. O. Hutchison, Bart.

THE advantages of the method of point operation about to be described are that it costs practically nothing, it ensures that the switch blades are held over properly, it requires no maintenance or adjustment, it is mounted out of sight below the baseboard, and it provides for plenty of self-cleaning contacts for signalling, frog polarity and the like. If it has any disadvantages, I have not come across them yet.

The scheme consists of a rocker unit which operates the points and a lever unit, but a commercial lever frame can be used, provided plenty of movement is available at the levers. Both rocker and lever units are made almost entirely of wood—in my case $\frac{3}{16}$in. ply—and as dimensions are not critical I have given none on the sketches.

Rocker unit

Referring to the exploded diagram, Fig. 1, the rocker A is, in my standard assembly, $2\frac{1}{4}$in. long, though you can vary this to suit your own taste. It is pivoted at one-third of its length so that weight C is double the distance from the pivot that weight D is, and it is hardly necessary to add that C therefore exerts double the leverage of D. The two weights are equal, or very nearly so, and may be increased according to the stiffness of individual points. I use pivoted switch blades, which move extremely freely, and I find that weights of about 4oz. are ample, but if this is not enough just keep on adding weight to both C and D till the blades are held over firmly. It is essential that C should be hung from a few links of chain or other very flexible material. E is a piece of stiff wire long enough to project through the baseboard, the upper end being attached to the point rod. The rocker is pivoted on a block B which is screwed to the underside of the baseboard, and F is a screw eye screwed into B roughly above where C is hanging. A length of fine cord which will not stretch—nylon fishing line is ideal—is passed through this eye and attached to the bottom link of the chain from which C is suspended.

The action of this part of the apparatus is as follows. Due to the greater leverage of C, the rocker normally takes up the position shown in Fig. 2, and the points are held over in the normal direction by weight C, but when the fishing line is pulled by the lever in the cabin, C is lifted and weight D now moves the points over to the reversed direction (Fig. 3). It will, I think, be obvious that the amount of movement in the lever, and consequently the pull of the line, does not matter as long as the weight of C is taken off the rocker.

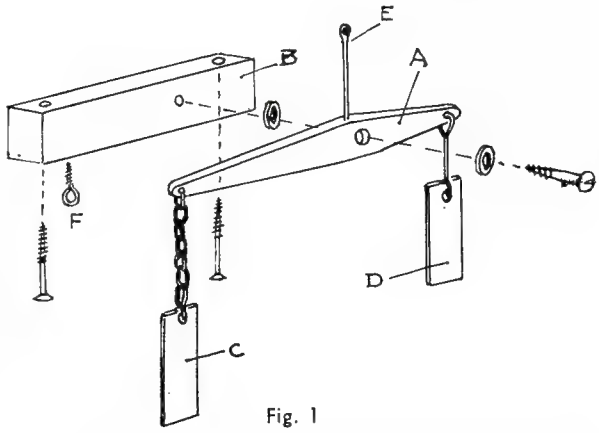


Fig. 1

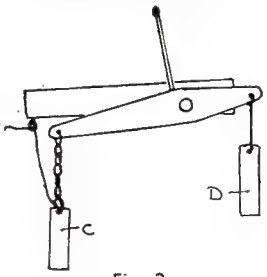


Fig. 2

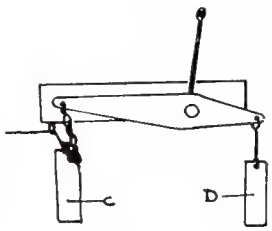


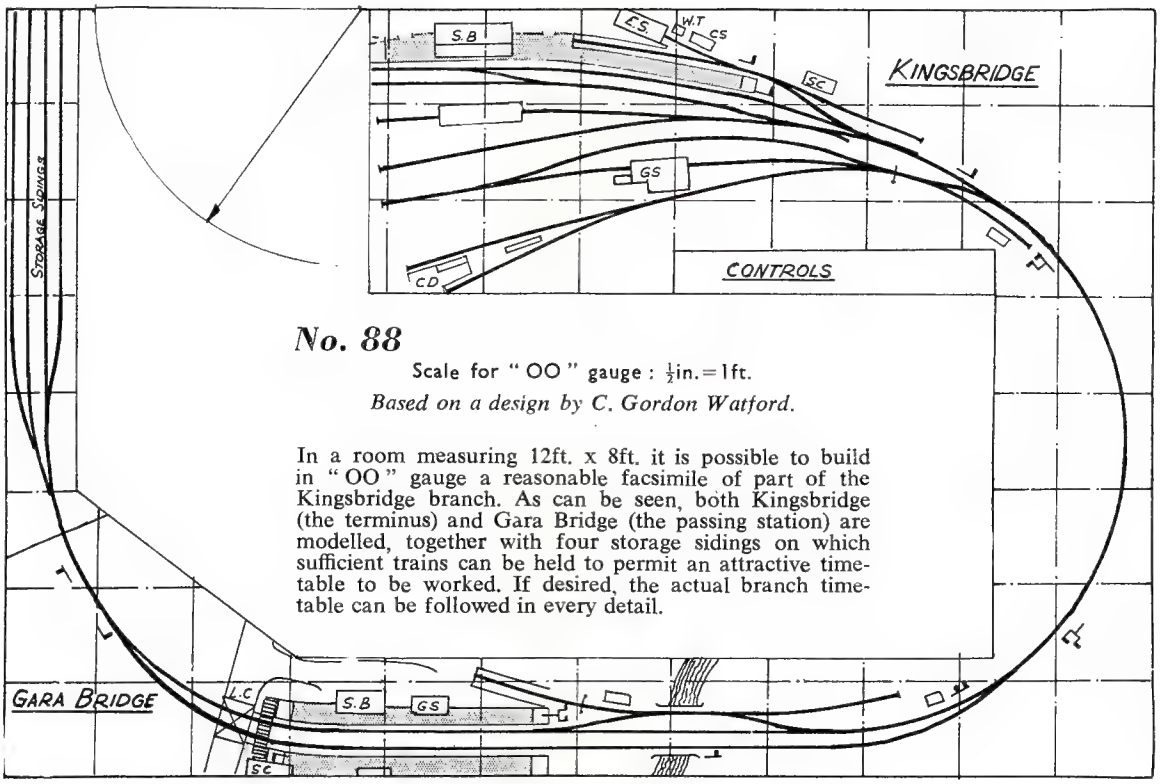
Fig. 3

Lever unit

Lever frames are, in the smaller gauges, out of scale anyway, so there is no reason why our lever units should not be much larger than the usual commercial frame, and I can vouch for the fact that they do not look out of place when mounted on the front of the baseboard. The assemblies are easily mass-produced, especially if you have a power saw and

(*Continued at foot of facing page*)

LAYOUTS FOR THE MODELLER



No. 88

Scale for "OO" gauge: ½in.=1ft.

Based on a design by C. Gordon Watford.

In a room measuring 12ft. x 8ft. it is possible to build in "OO" gauge a reasonable facsimile of part of the Kingsbridge branch. As can be seen, both Kingsbridge (the terminus) and Gara Bridge (the passing station) are modelled, together with four storage sidings on which sufficient trains can be held to permit an attractive time-table to be worked. If desired, the actual branch time-table can be followed in every detail.

WOODEN POINT MOTORS

(*Continued from previous page*)

sander, and they are intended to be dropped into a case, rather like books into a book-case, so that extra levers may be added anywhere in the frame merely by moving the units to one side without having to disconnect anything.

Looking at the exploded sketch, Fig. 4, it will be seen that the unit consists of a lever Z, a quadrant plate Y—in my case these are 6in. long and 4½in. by 2½in. respectively—and a quadrant X which is screwed to Y by countersunk screws passed through distance-pieces W. Quadrant-plate Y has phosphor-bronze contact strips pinned or screwed to it, and though only two sets are shown in the sketch you can have as many as you like—or as many as can be accommodated on the plate. The lever has a staple—or several if more than one set of contacts is required—of copper wire passed through it and clenched over in order to make contact with the strips. Do not use a plate, for this might make contact with both sides at once when the lever is in the mid-position, and this could cause a short, depending on what the contacts are used for. Finally, a hook U provides attachment for the fishing line, and packing strips T are glued and pinned to the quadrant plate, these being of such a thickness that their outer faces and the face of quadrant X are flush, thus allowing the lever unit to fit squarely into its case.

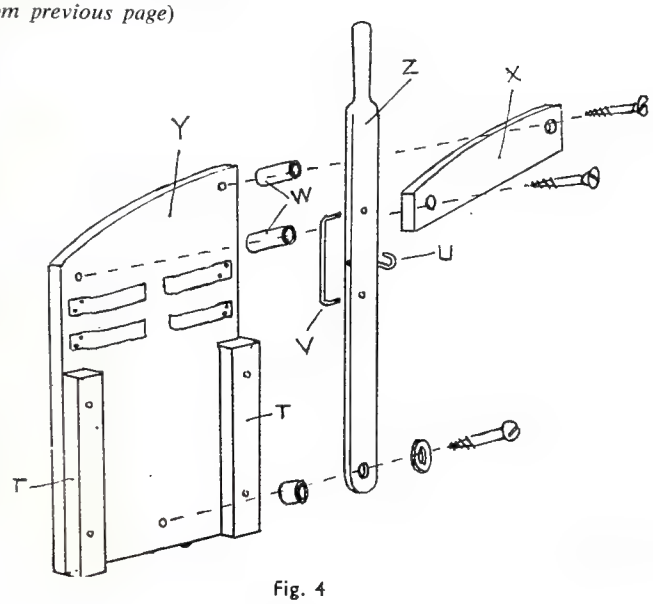
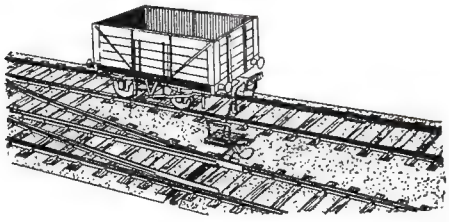


Fig. 4

Peco Topics



SETTING OUT NON-STANDARD POINTS

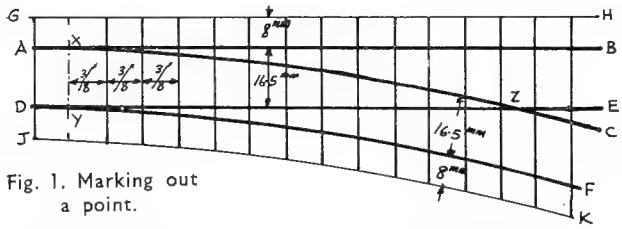
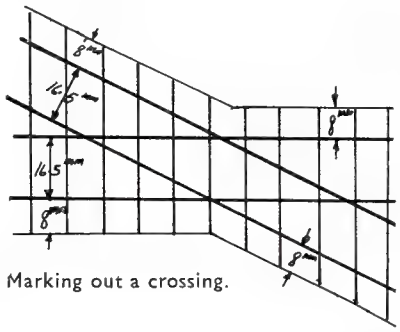


Fig. 1. Marking out a point.

In each case the thick inner lines indicate the rails, the thin outer lines the extent of the sleepers, which are located by the thick vertical lines.



Marking out a crossing.

IN our spiked track instructional leaflet we give full-size plans for the construction of several points, namely a universal 2ft. radius turnout, a universal curved point of 2ft. and 1ft. 3in. radius, a universal switch diamond and prototype 3ft. radius turnout and crossing. It frequently happens that modellers wish to use points of different radii on their layouts, and we are asked for the drawings and constructional details.

It should be clearly borne in mind that the methods of assembly and general arrangement of components are completely unaffected by any variation in the radii of the roads, or the angle at which they meet in the case of the crossing. All that is affected is the size and detail disposition of the individual components, principally the sleepers and rails. Once the general principles are grasped it is a simple, straightforward matter to prepare a working drawing which will supply this information for any type of trackwork.

Begin by taking a piece of paper larger than the point. Ideally this should be pinned to a drawing board, but failing this any suitable flat surface may be used. You now require templates for the curves required; these may be cut from stout card, or better still from ply or hardboard to give greater life. The rest of the tools are to be found in the average workshop, a rule measuring in millimetres and inches, a square and a pencil.

Begin by drawing the lines AB and AC, representing one pair of rails. Then, at exactly 16.5mm. spacing, draw an identical pair of lines, DE and DF. We have now determined the position of the inside edge of the rails, the location of the frog Z and the toe of the point XY. Now draw further lines, GH and JK, 8mm. outside the lines AB and DF, to determine the line of the sleepers. Next, starting from XY, draw lines $\frac{3}{16}$in. apart to position the sleepers. The length of these lines between the lines GH and JK will give the length of each individual sleeper.

Diamond crossings are similarly drawn, except that instead of two sets of diverging lines we draw two sets of intersecting lines. These may be straight or curved, to suit the exact requirements. If possible, use straight roads through diamond crossings, as this considerably simplifies construction and is less likely to lead to poor running.

Some confusion exists as to the correct alignment of sleepers. This is understandable, as there does not appear to be any invariable rule on the prototype! Generally speaking, sleepers are laid at right angles to the main line—if this is on a curve, then they are disposed on the radii. The main exception is the "Y" point, where they lie at right angles to the common tangent to both curves.

If the drawing is being made on a drawing board the sleepers can be quickly and accurately laid out, using set-square and tee-square. Failing this, a short length of stripwood can be sprigged to the drawing surface parallel to the main centre line, and a square used against this.

Although we have described the drawing of a single point, it will be seen that this method can readily be applied to more complicated combinations of points, such as occur in the approaches to all but the smallest of stations. It is sometimes convenient to build such sections up as a whole, which has the distinct advantage of reducing the number of individual parts involved, permitting the use, in certain places, of really long lengths of sleepering to carry several tracks at once, and, under certain circumstances, of reducing the area needed for the pointwork as a whole.

Assembly of non-standard points follows the methods laid down for standard points, except that unless the crossing angle happens to be 11° the Peco cast frog cannot be used. Begin by cutting the sleepering to length and positioning on the baseboard, then lay the two outer rails. Next the frog must be built up, followed by wing rails and point blades, which are secured to the tie rod. Finally the check rails are added. As mentioned previously, full details are given in our leaflet, "Do It Yourself with Peco Universal Spiked Track Components," which can be obtained on request for 3d.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 53

J. I. C. Boyd

Manchester Model Railway Society.
Manchester Locomotive Society.
Stephenson Locomotive Society.
Irish Railway Record Society
Talyllyn Railway Preservation Society.

J. I. C. Boyd started at the age of eight in gauge "O" with a Hornby set and measles simultaneously, and before he was ten had thrown in his lot with a school friend with lots of money; result, a layout shared and a mixed bag of Bassett-Lowke controlled clockwork, B.-L. steam, Bowman steam and *four* tracks of oval layout in "Lowke" track, later converted to steel. Clockwork was used only when pocket money was insufficient to buy more "meths."

He really got down to brass tacks at eleven when sent away to school, and there followed four years of various experience with "HO," a large portable gauge "O" with the cream of those 1930-ish L.M.C. engines now almost forgotten, gauge "1," gauge "2" (yes, steam, and a pioneer system complete with G.N.R. coal-fired Atlantic, G.C.R. bogie fish vans, etc.), gauge 3½in., and finally 7¼in., where he struggled feebly with a large shovel and Malvern granite to bed and spread stone. At this same tender period he was duly versed in the intricacies of the steam locomotive and, having passed his test, took the regulator solo for the first time at the age of twelve and drove for ten minutes, going through the motions of injecting, etc., without dropping a plug. He has been a 7¼in. enthusiast ever since, and some of the wagons from this early railway are now on his own small garden line.

During the next few years, spent by permission of his father's bank balance at school in Dorset, he became Somerset and Dorset minded, drove 2-8-0s on half-days off, and tried to model in "HO," returning eventually (not for the last time) to gauge "O."

Before the war he decided to concentrate on narrow-gauge matters, about which little was known or published. At the same time, and for the same reasons, he began collecting information, etc., on the constituents of the Great Southern Railways, Ireland. After the war the former interest took the material shape of two books on Welsh narrow-gauge systems, and a third publication is imminent.

On the modelling side he has now quite a collection of narrow-gauge models, both in 16.5mm. gauge and 1¼in. gauge. Outside, besides his 7¼in. in the garden (the Midden End Railway), he finds ample scope on Talyllyn Railway (6in. to the foot, 'tis said), on which he serves as north-west representative, having been a founder member (not *the* founder member).

Other interests are steam road locomotives, canals and hockey.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

SPECIAL TOUR OF AUSTRIAN NARROW-GAUGE RAILWAYS

Final arrangements are now being made for a party of narrow-gauge railway enthusiasts to leave London on Saturday, August 18, for a tour of certain Austrian narrow-gauge lines. The party will travel via Dover/Ostend to Bregenz, where they will travel over the Austrian Federal Railways' narrow-gauge line to Bezau. Afterwards steam and electric narrow-gauge lines in the Tyrol will be visited, and also the narrow-gauge line from Zell am See to Krimml. The party will return from Zell am See to London, arriving back on Saturday, August 25.

Anyone who is interested in joining the party should write **immediately** to the hon. secretary, Narrow Gauge Railway Society, 10 Piece Wood Road, Tinshill Lane, Leeds, 16, Yorkshire, enclosing a **foolscap** s.a.e. for itinerary and cost.

NORWOOD MODEL RAILWAY CLUB EXHIBITION

This exhibition will be the biggest yet attempted by us as a club. We shall have the support of several neighbouring clubs, British Railways, etc. There will be upwards of six working layouts. The whole will be a one-day affair commencing at 12 noon and closing at 9 p.m., and will be held in St. Luke's Church Hall, Norwood High Street, S.E.27, on May 5. This is served by West Norwood station (S.R., B.R.), and buses 2, 2a, 68, 171, etc.

There will be models from 3.5mm. to ½in. scale, and refreshment for the weary.

BIRMINGHAM MODEL RAILWAY CLUB

At the annual general meeting, held in March, the following officers were elected: chairman, Mr. H. Chase; vice-chairman, Mr. H. Newell; treasurer, Mr. L. Borlee; secretary, Mr. G. R. Driffield.

The club has joined the recently formed Association of Model Railway Clubs.

Modellers who are contemplating joining the club are cordially invited to look in at any club night, and further details can be obtained from the hon. secretary, Mr. G. R. Driffield, 5 Plough and Harrow Road, Edgbaston, Birmingham, 16.

NORTH MIDDLESEX MODEL RAILWAY CLUB

On Saturday, May 12, from 3 to 8 p.m., the club is holding its fifth annual exhibition at Lacey Hall, Hazelwood Lane, Palmers Green, N.13.

There will be three or more "OO" gauge working layouts, static stands and a competition section.

The club has also enjoyed outside visits to loco sheds and signal installations, with more to follow during the year.

Meetings are held every Wednesday evening at Lacey Hall from 7.30. Visitors will be welcome at any meeting. Details of membership may be had from the organizing secretary, Mr. R. A. Mills, 37 Compton Road, London, N.21.

MAY MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB
2 Exhibition layout construction.
10 Club meeting. Work on the exhibition layout.
16 Mr. H. Chase: "The L.B.S.C. Railway."
24 16.5mm. layout construction.
30 Mr. F. Branch: "The Congresbury control panel."

HISTORICAL MODEL RAILWAY SOCIETY
7 Mr. H. F. Hilton: "Seventy-five years of railways."

HODDESDON & DISTRICT MODEL RAILWAY SOCIETY
2 Layout construction.
16 Mr. L. Squires: "Pulse power and vari-wave."
30 Layout construction.

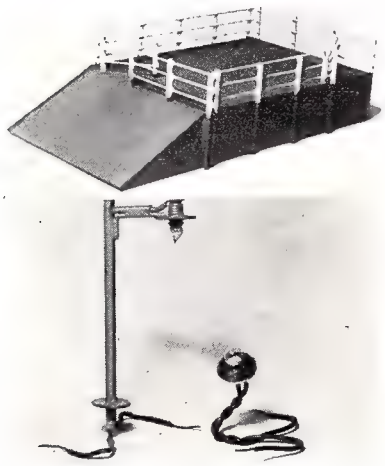
MODEL RAILWAY CLUB
3 Track night (L.N.E.R.).
17 Annual general meeting. At Caxton Hall, S.W.1.
24 Track night (S.R.).

WIMBLEDON MODEL RAILWAY CLUB
9 Mr. F. C. Hambleton: "Can I interest you in locomotive drawing?"

NEWS AND VIEWS OF TRADE INTEREST

TRADE

NEW LINES FROM TYLDESLEY & HOLBROOK



Top : T. & H. cattle dock. Bottom : T. & H. lights.

WE recently visited these long-established north country model suppliers, and were interested to see several of their latest specialities. The "OO" gauge cattle dock illustrated above is of all-metal construction and equally suited for scale or proprietary use. The two gates are hinged and the whole sells for 7s. 6d.

The lamps depicted in our second illustration are particularly reasonable in price, the standard lamp selling at 5s. and the small separate lamp, which is intended for mounting inside station buildings and under canopies, etc., at 2s. 6d. As will be seen from the illustrations, heavy gauge leads are attached to the lamps for wiring into the lighting circuit.

While at Tyldesley & Holbrook's we took the opportunity of inspecting their very fine stock of component parts in both 7mm. and 4mm. scale. Their collection of castings for locomotive construction is particularly wide, and we should certainly advise anyone who has difficulty in obtaining a particular part for a favourite prototype to write to Tyldesley & Holbrook. They have also a fine selection of secondhand models at reasonable prices, but as this stock is constantly changing we cannot give details here. They can also supply from stock practically every railway and model railway book currently in print.

WOODSIDE BUILDINGS

We illustrate five of the excellent wooden buildings in B. J. Ward's "Woodside" range of railway structures. The signal cabin is extremely neat and, as can be seen from the photograph, is provided with a solid "brick" outside staircase and is a wooden cabin with a tiled roof. Correctly glazed windows are provided and the structure as a whole is robustly built.

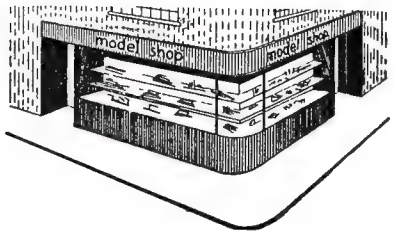
Woodside signal cabin.

Woodside goods depot.

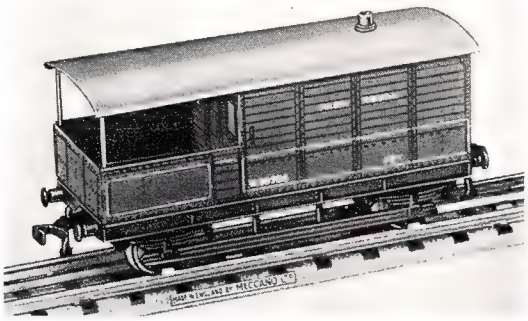
Mastermodels yard crane.

The goods shed has been slightly modified since it was first introduced, but among other interesting features has sliding doors, and a glazed roof which can be removed for packaging. We also illustrate Ward's new Mastermodels yard crane mentioned in our review of the B.I.F. last month.

WINDOW



HORNBY DUBLO WESTERN REGION 14-TON BRAKE



New Hornby Dublo W.R. brake van.

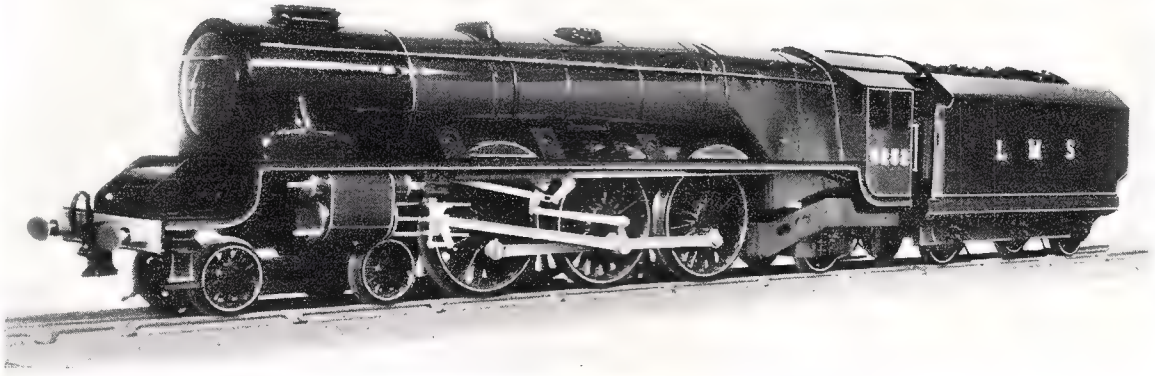
The Western Region "Toad" is one of the most characteristic brake vans ever produced, and, as can be seen from our illustration, the new Hornby Dublo version captures the lines of this prototype. In common with many of the Hornby Dublo range of rolling stock, it has a lithographed tinplate body on a die-cast chassis and is fitted with metal wheels and the Hornby auto-coupler. As readers are probably aware, it is fairly simple to change Hornby wheels to scale, although in this particular case it is necessary first of all to remove the entire body of the van by lifting up the tags securing it to the chassis, as the roof is so securely fixed in place that it could not be removed without severe damage. When the body is removed the tags securing the wheel bearings can be seen. If these are eased up the wheels will drop out and scale two-rail wheels can be substituted.

We would, however, point out that this wagon, in common with several other recent Hornby Dublo products we have inspected, has its wheels set to 14.5mm. back to back, and therefore will run satisfactorily through three-rail trackwork set to B.R.M.S.B. standards. This wagon will prove a popular addition to the Hornby Dublo range.

HAND-BUILT "OO" GAUGE LOCOMOTIVES

Mr. Gee, of Glen Alric, Oakcroft Road, West Byfleet, Surrey, builds hand-made "OO" gauge locomotives at moderate prices. These locomotives can be had for two- and three-rail running, and fitted with any standard "OO" gauge mechanism specified. Prices vary according to the type of locomotive, the standard of detail required, and whether the model is supplied unpainted, brush-painted or spray-painted. We illustrate two examples of his work: the Dean 0-6-0, which carries a large amount of detail including riveting, and fitted with a Romford motor and with spray and line finish would sell at approximately £13; and the 94XX 0-6-0 at about £8/10/-.

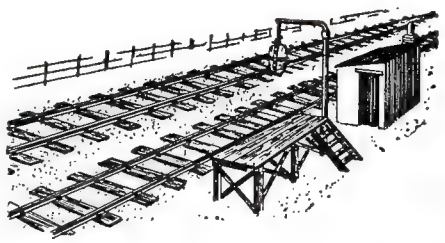
(*Continued on page* 123)



This excellent standard "O" gauge locomotive was supplied by Edward Exley Ltd. to the order of Mr. A. Murrey, of Edinburgh. It is fitted with a skate for pick-up from studs or centre third. Name and smokebox plates were not to hand when the photograph was taken.

Photo by H. L. Overend.

READERS' LETTERS



This space is reserved for the free exchange of readers' ideas and opinions

MODEL RAILWAYS AND STAMPS

I read Mr. Murison's letter on the above subject and think he will be interested to know that the 50k. and 80k. values of a set of stamps issued by the U.S.S.R. on September 15, 1934, showed young boys and their hobbies and depicted a model train in the background. In the 10gr. issued by Poland on December 31, 1953, a toy engine is shown on the left of a group of children.

London, N.W.1. GEORGE DOW.

PLANKING OF 4mm. ROLLING STOCK

Here is a method of "planking" cardboard model rolling stock.

1. Assuming that the builder has marked out in pencil the position of the planks (using cardboard of 1mm. or so thickness for the job), lightly score over the lines with sharp X-acto blade or penknife held against a straight metal edge. Actually I made two movements, forming a cut approximately $\frac{1}{2}$mm. deep.

2. Having scored over all planks on the sides and ends of the wagon in the above manner, next, with a metal scriber (I use the point of a pair of compasses), run along the lines with the point held at an angle, as shown by diagram 1.

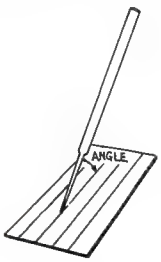


Diagram 1.

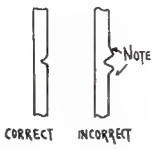


Diagram 2.

This question of the angle is important, as it tends to "flatten down" the edges. Diagram 2 (enlarged end section) shows the effect obtained by holding the point at the correct angle and what happens when it is held at 90° to the surface of the card.

3. Having planked the sides and ends in this manner, shellac the card and after leaving for twenty-four hours cut out the parts from the sheet of cardboard on which they have been drawn. One can now proceed with strapping, etc., and general assembly in the usual way.

I have found that careful application of shellac does not fill in the grooves, and what is more it will stand two or three coats of good oil paint and still leave the "planks" clearly defined.

Finally, it does not weaken the cardboard to any extent, assuming as stated at first that one starts off with card 1mm. thick or so.

The E.R.G. "Precision" parts lend themselves admirably to this method, and I have also used it to simulate planking on lineside buildings.

St. Helier, Jersey. D. A. KALBER.

A TRIBUTE

May I pay tribute in your magazine to the best wife a railway modeller could have had? My wife died on February 23 this year, and I think it is only right to say that if anyone liked trains my wife did. She encouraged me when things went wrong on the Wear Valley Railroad, and assisted me more than once in track laying and coach construction. She did not mind spending an hour or two on a draughty station taking down notes of anything that would come in handy on my layout. If we went on a long journey she would come with me to the front end to see what was to haul our train. Electrics and diesels did not interest her at all. "Just like driving a tram" Eileen would say, and she liked trams too. No, there had to be a steam engine at the head of the train.

Her favourite, funnily enough, was the Stanier "Black 5." She thought it a pretty engine. Though she was brought up on the North Eastern in Sir Vincent Raven's time, then went to Wolverhampton in Churchward's heyday, when engines were engines, she liked a scruffy, dirty-looking thing like a present-day Class 5 as seen around here.

Eileen was a *rara avis* among women, and I shall miss her, and so will several railwaymen and modellers in this area. I wish her to be remembered as the lady who loved trains.

Oldham. E. M. BURGESS.

CAMBRIAN RAILWAYS GOODS COLOURS

This is a subject on which an accurate pronouncement is next to impossible. I already have four quite authentic and differently painted timber trucks noted, and Mr. Shaw's makes a fifth. The Cambrian never quite standardized overall, and I will stick my neck out and hazard a guess that Mr. Shaw's green timber truck could have been repainted that colour for no better reason than shortage of grey paint during the 1914-18 war, which reason would also render his green two-plank as plausible, though I would want

to see some evidence before I used this form on a model.

The feathers and lettering given by Mr. Morton Lloyd in the August issue last year for the opens are the safest forms to follow, as too are the van details he outlined. All special forms of stock had their own differing forms of letter and "evidence is still being sought."

While on the subject of evidence, if anyone has any photographs of Cambrian subjects, particularly goods or passenger rolling stock, pre- or post-grouping, and cares to send them to me for inspection, I will return them safely with a note of any builders and dates of which I have records, and dimensions where now possible.

Birmingham. C. C. GREEN.

VACUUM PIPES ON HORNBY DUBLO LOCOS

The reason for this letter is that I have found a very satisfactory method of fixing vacuum pipes to Hornby Dublo and Tri-ang locos, and it may be of interest to other readers.

Taking first the Hornby Dublo 2-6-4 tank. With a small file clean off the back of the steel hook (it stands out from the buffer beam approximately $\frac{1}{64}$in.) and tin this projection with a hot iron. Cut a piece of .010in. shim brass approximately $\frac{1}{4}$in. x $\frac{1}{16}$in., lay this lengthwise behind the buffer beam and solder one end behind the hook.

Taking the vacuum pipe, bend a "U" at the end, making sure that the width across the inside of the "U" is the same as that of the buffer beam after tinning the vacuum pipe, clip it under the buffer beam and sweat it on with a quick touch of the hot iron.

With a little care, and a touch up with a spot of paint, a very satisfactory job can be made.

This same method can be used on the Hornby Dublo 0-6-0 tank, except that the shim brass must be soldered behind the buffer.

I think the only satisfactory method of fastening brake pipes to Tri-ang locos is to solder them on to the frame. I had a shot at trying to fasten them behind the buffers, but regardless of how quick one is with the soldering iron the plastic will run—and how!

I also found that the pick-ups behind the wheels of Tri-ang locos tend to catch particles of dust and hairs. I wonder if your readers have had this same trouble.

To stop this trouble I fixed pick-ups inside the loco body, to make contact with the wheel treads or tyres at the top.

Melbourne, Australia. K. G. BRADLEY.

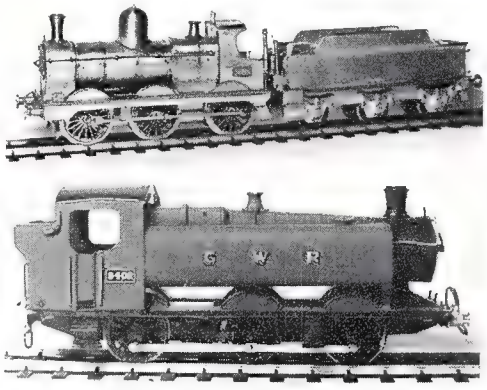
CONTACTS WANTED

Mr. D. Potter, of 4 Hornash Lane, Shadoxhurst, Ashford, Kent, would like to contact other enthusiasts living in the area of Ashford who are also interested in "O" branch line working.

TRADE WINDOW

(*continued from page* 121)

For anyone desiring a particular locomotive outside the mass-produced range, here is an opportunity of obtaining a hand-made model at a reasonable price to meet individual requirements. Mr Gee will be happy to quote for any locomotive on request.



"OO" locomotives by Mr. Gee.

Top : Dean 0-6-0. Bottom : 94XX 0-6-0 PT

BOOK REVIEWS

MODEL RAILWAY MAGIC, by S. N. Beattie. (Published by the author, 2/6.)

The beginner in "OO" gauge, faced with an apparently bewildering array of items, all nominally to the same scale and gauge, but, according to the experts, differing in some indefinable manner one from another, so that the products of one manufacturer cannot be used with the track of another, or can, with certain exceptions, plus modification and/or conversions so that they can run on two- or three-rail track with or without universal points and trackwork on or off a baseboard, which should be built according to an elaborate but simple specification given in . . . At this point the less hardy give up the ghost.

There is no doubt that a guide to the proprietary systems has long been overdue, and so we are particularly pleased to see that our old friend Col. Beattie has produced a simple handbook which does present the pros and cons of the proprietary systems in a fair and unbiased manner. This book is an absolute must for the beginner, or for anyone who prefers proprietary equipment and wishes to get the utmost enjoyment from it.

SIX GREAT RAILWAYMEN, by Richard Hough. Hamish Hamilton, 10/6.)

Ostensibly this book consists of six self-contained biographical sketches of great railway men of the past, but so intertwined were the lives of the first four that two-thirds of the book is in effect a brief history of the early years of Britain's railways. The choice has fallen upon Robert Stephenson, for once without the shadow of his father; George Hudson, who was

(*Continued on page 124*)

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page vii. We regret that we cannot prepare special designs for individual readers.

I have no engineering knowledge and, like many modellers, have limited financial resources to hand for the purchase of tools, etc.

However, I have often read with a great deal of interest in model publications that "no lathe was used in the making of this model, and all turning was done with the aid of a hand brace clamped in a vice," which prompts me to seek your advice. A little information on this art and what simple tools are necessary to effect some metal turning of reasonable standard would be appreciated.

J.R.M., LEEDS.

In principle the use of a hand drill as a lathe is very simple. It is only necessary to grip the drill horizontally in the vice so that the chuck projects on the right-hand side. The part to be turned is then gripped in the chuck and the drill turned with the left hand. The tools necessary can therefore be hand lathe drills or, simpler still, files of any convenient size and cut.

However, this type of turning is only suitable for boiler mountings and fittings, as it is not sufficiently accurate to turn wheels, although it is possible to remove the flanges of wheels if necessary.

Could you please advise me how to prevent my locos interfering with television? The locos are Graham Farish G.P.5.

G.J.M., PORTHCAWL.

It should be possible to suppress interference from a Graham Farish locomotive by fitting chokes in the feeds or a condenser across the contacts as described in the article in the November RAILWAY MODELLER of last year. If this does not prove satisfactory, then the Post Office television interference service should be consulted.

BOOK REVIEWS

(*continued from page* 123)

undoubtedly great in every respect except that of honesty; Edmund Denison, who made the Great Northern and broke Hudson and the Euston Square Confederacy; Mark Huish, the most wily of managers, who laid the foundations of the L.N.W.R.; George Stephen, who financed the Canadian Pacific; and last, but by no means least, Sir Nigel Gresley, "speeder up to the L.N.E.R."

Naturally, in a book of this nature some simplification is inevitable, but the main story is clearly brought out. It is a worthy addition to the railway bookshelf, and though it may not attract the pedantic historian the general enthusiast will get considerable pleasure and not a little useful information from it.

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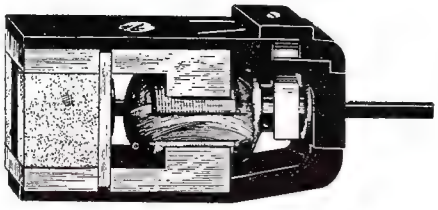

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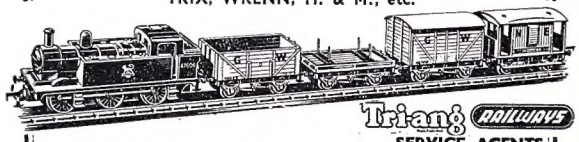

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(Dept. R.M.)
14 Canterbury Street, Gillingham, Kent
M.E.T.A. Dealer

HORNBY DUBLO, TRI-ANG or TRIX TRACK EXCHANGED FOR WRENN
or other flexible track.

HORNBY DUBLO TRAINS EXCHANGED FOR TRI-ANG OR VICE VERSA

GAUGE "00" TRAINS PURCHASED

Gem 2-rail scale soldered track bargain **2/-** per 18in. **New 2-rail locos** (H/Dublo conversions), B.R. 2-6-4 tanks **£4/10/-**, 0-6-2 tanks **£3/10/-**, locos and tenders—B.R. "Silver King" **£5**, B.R. "Duchess Montrose" **£5/5/-**, L.M.S. "Duchess Atholl" **£5**, L.N.E.R. "Nigel Gresley" **£5**. GAIETY 2-rail B.R. 0-6-2 tank locos **45/-**, G.W.R. 0-6-0 tanks **45/-** (S/H).
New G.W.R. 0-6-0 pannier tank locos 5700, 2-rail with Tri-ang couplings **47/6**, 3-rail with H/Dublo type couplings **59/6**, all metal.
Hornby Dublo standard train sets at approximately ¾ list price, B.R. 2-6-4 tanks **55/-**, 0-6-2 tanks **37/6**, locos and tenders—"Silver King" **57/6**, N.E. (blue) "Nigel Gresley" **52/6**, L.M.S. (maroon) "Duchess Atholl" **57/6**. Rails **2/6**, half-rails **1/6**, remote points **15/-**, new remote signals—ED1 **7/-**, ED2 **11/-**, ED3 **11/6**, transformers **30/-**, battery controllers **22/6**.
New Graham Farish locomotives.
Twin-Trix bargain list, 2½d. Postage extra. S.a.e. with inquiries.

HATTONS
136 SMITHDOWN ROAD, LIVERPOOL 15

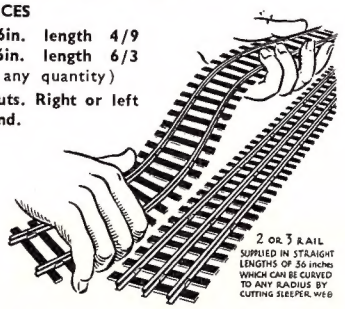
GEM "FLEXI-TRAK"
*THE NEW FLEXIBLE TRACK WITH HEAVY SECTION RAIL * AND SCALE SIZE SLEEPERS*
OO Gauge

Galvanized steel rail held rigidly by metal chairs to fibre sleepers spaced at 10mm. centres. 91 sleepers per yard.

PRICES

2-rail track 36in. length 4/9
3-rail track 36in. length 6/3
(Postage 2/- any quantity)
Universal Turnouts. Right or left hand.

24in. radius :
2-rail 10/10
3-rail 12/7
36in. radius :
2-rail 13/2½
3-rail 15/-
Fishplates per pkt. of 36, 1/10



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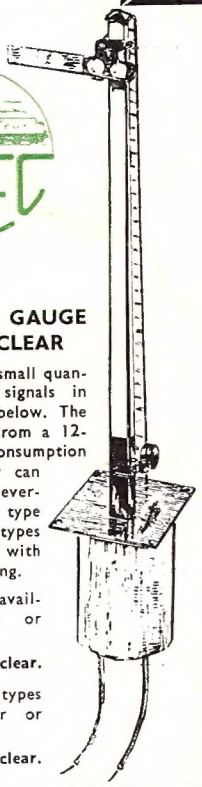
SPECIAL SPRING OFFERS!



SMEC

SMEC "OO" GAUGE SIGNALS TO CLEAR

We have to clear a small quantity of high-grade signals in the types as listed below. The electric type work from a 12-volt supply, the consumption being .3 amp. They can be operated by a lever-frame or on/off type switch. The manual types can be operated with ordinary point rodding.

Electric types are available for starter or distant.

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Hand - operated types available in starter or distant types.

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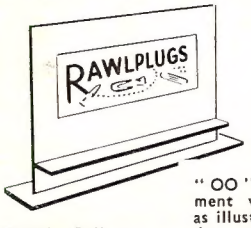

"OO" gauge advertisement with station seat, as illustrated, 6d. each.

British Railways warning notices similar to above, 6d. each.

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"OO" GAUGE WATER CRANES

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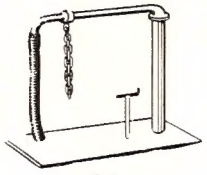
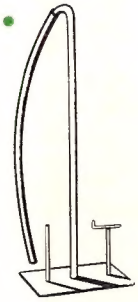
Ideal for adding realism to your loco yard.

Type C.1 1/9
Type C.2 1/3



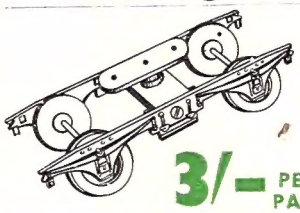
C.1



C.2

AN "OO" GAUGE MECHANISM FOR ONLY 14/11

Here is a bargain which can be incorporated into your next loco. Rigidly constructed, with a powerful magnet. 12-volt D.C., consumption .25 amp. Measurements: 2½in. long, ¾in. wide, 1¼in. deep.



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NUCRO 10ft. wagon underframe complete.
A501 with three-hole scale wheels.
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5/6 each.
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